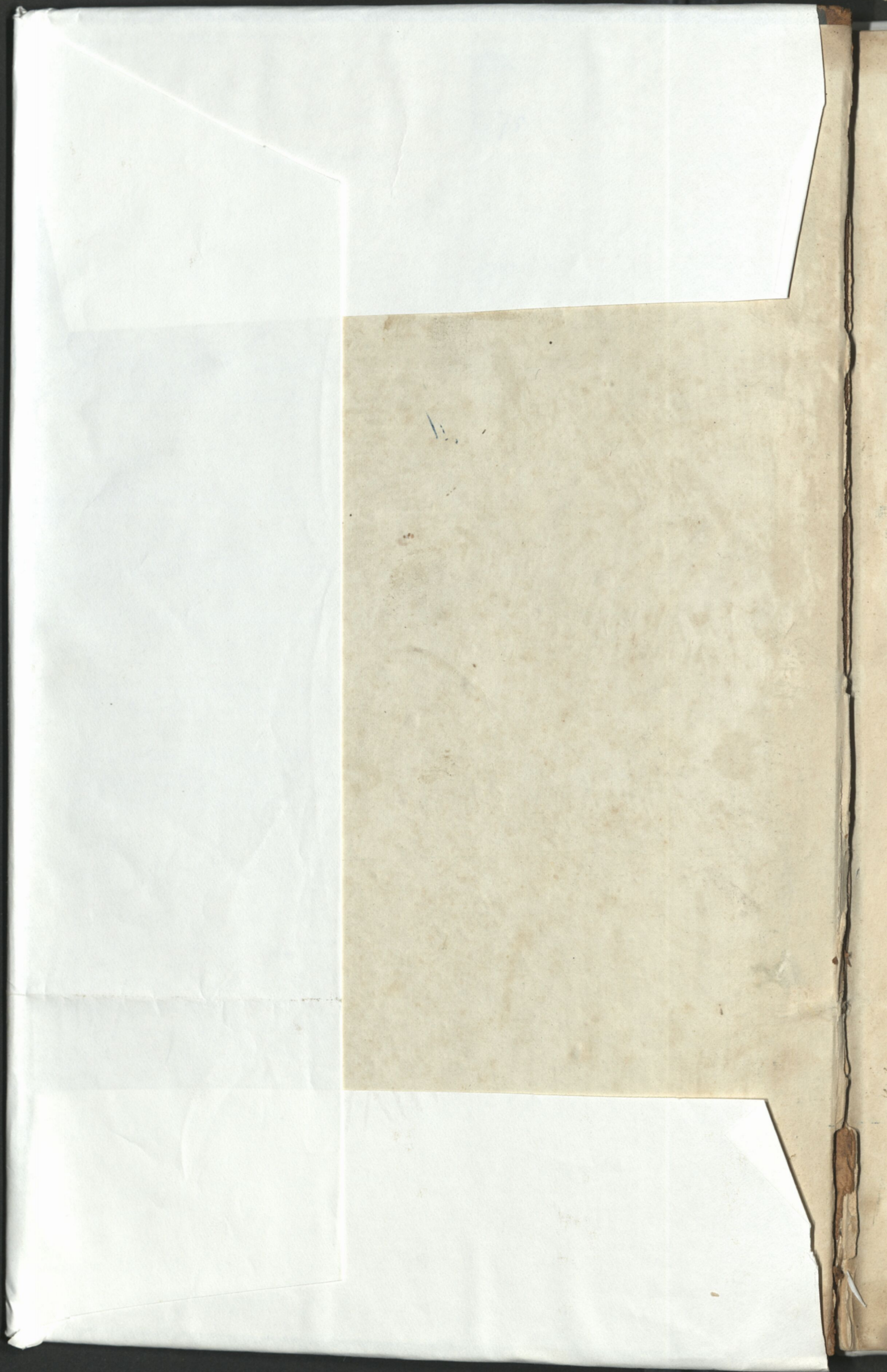


March 4 1841

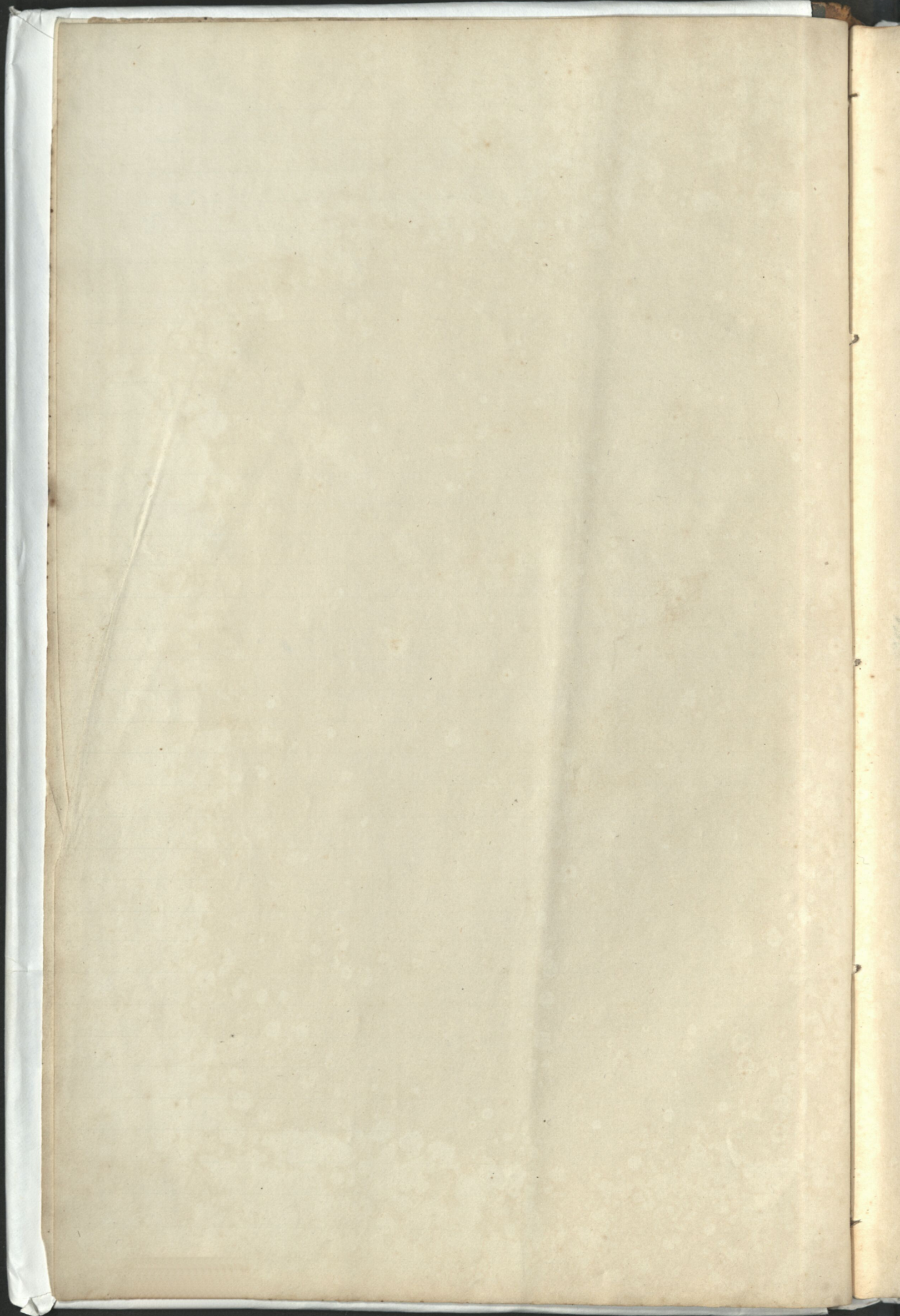
July 26 1844

ARCHIVAL QUALITY
Perma-Dur®

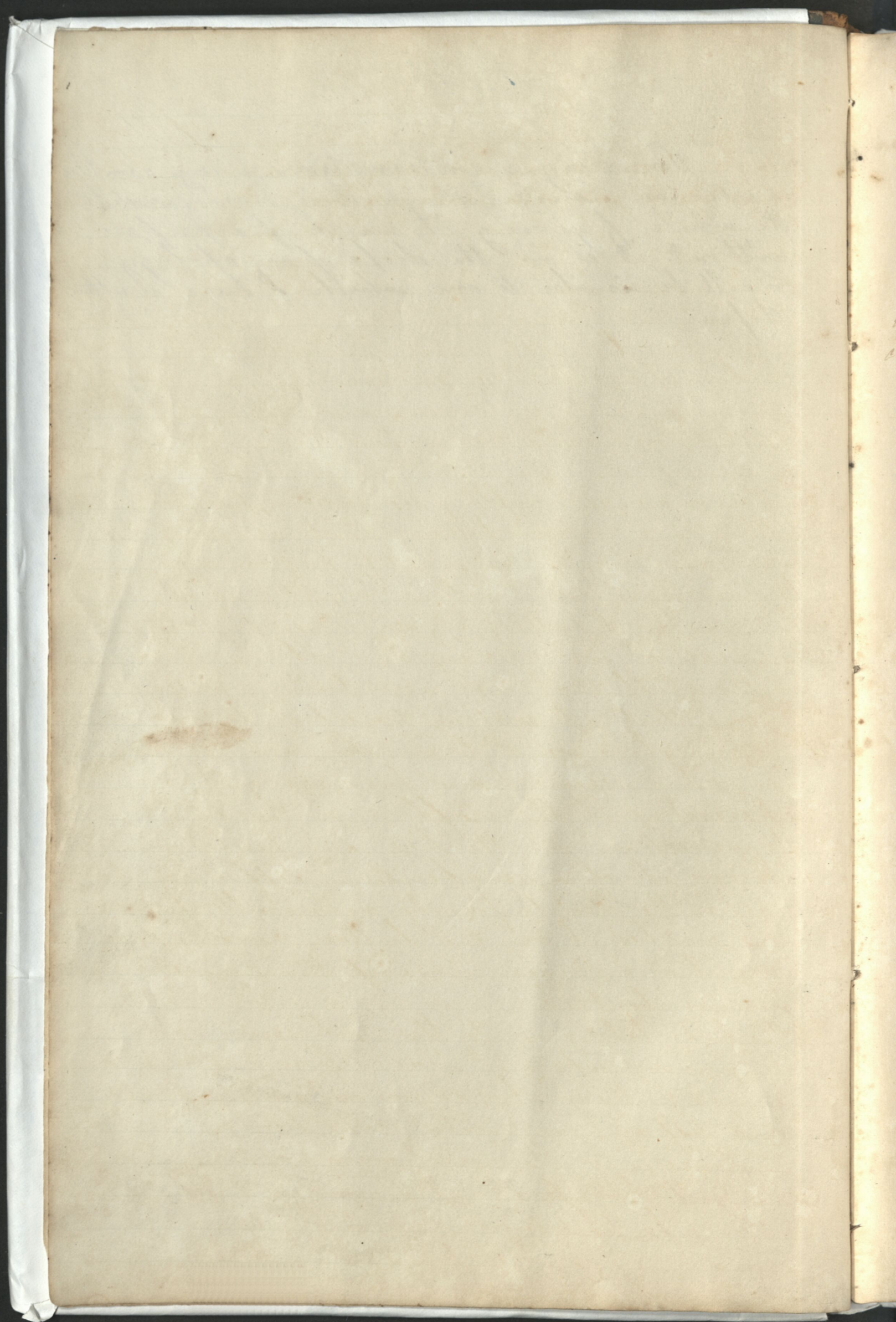


Wm. B. Starbuck's
Book

Wm. B. Starbuck



This being a continuation of my rambles
by sea and land; I think it is hardly worth
the while of giving it much of a preface,
withtrout it is in the shape of an apology.
It will be similar to one which I have written
before



1841

March 4th 1841 Arrived in New York after a pleasant West India voyage and I was paid off with the crew and joining, taken; and took board of 154 Cherry St. I rambled about the city untill I was tired going occasionally to the play and amusing myself to my own satisfaction and pleasure - untill about the 11th when I shipped in the hermaphrodite brig Nancy Jane Capt R. Rowe, I went onboard and commenced upon my duties as Mate.

12th We took the old vessel round to near the river for the purpose of going into the dry dock which we accomplished the same day.

We then commenced scrubbing the bottom; preparatory to putting on a verdegris bottom; Which we accomplished in about 3 days: The quantity put on was nearly 10 lbs of verdegris and 5 gallons bright varnish. The manner of putting it on is simply this: the weather was stormy and cold in the extreme and the stuff that we were putting on was so thick, that it was impossible to get it on. Accordingly I went to an old junk shop and bought a second hand furnace - got some charcoal - put the stuff in a saucepan - put the saucepan on the fire and heated it untill it was all of a smoke then dipped our brushes, grasped the handle firmly with both hands and rubbed it on the bottom with all our might and main some of them made horrible grimaces about it.

The palks belonging to the dock came down one morning when it blowed "like hair" to let us out; they shoved us out, stern first and before we could stop her we were two piers to the southward after a while we gott her fast after sundry shippings down a la posterieur and giving ourselves some very severe bumps in that region it being too stormy we knocked off.

March

The next day we commenced painting the upper works and so continued for five or six days; in the mean while hauling almost every day to let vessels in or out of the slip.

After some days a sloop came alongside of us and they put 30,000 bricks in to us the next day we received some lime, flour, and bricks which composed our cargo. On the 3^d of April we were towed from the dock by a steamboat. We then set the mainsail and topsail double reefed which was done pretty well and quick considering that we laboured under the disadvantage of having all the men in a state of inebriation.

Before we were outside of Sandy Hook the captain asked them for the liquor that was in the storage which they gave to him very quietly and it was dealt out to them afterwards at the rate of, 1 "horn" per watch. We were out 2 days I think when I went into the hold for something and perceived that a cask of brandy which we had on freight had a spike in it about 4 inches long when I went on deck I asked the "old man" if he had had the cask spiked? which I had thought might be likely but, he said no, and told me not to say anything about the occurrence.

One night the captain was sick and the weather was looking very bad and at 12 o'clock midnight when the watch was called the two men of the watch came up pretty drunk, which rather vexed me and we were nearly 2 hours getting in the foresail top-sail and mainsail and setting the trysail. When I came up at 4 the next morning it appeared the watch had been asleep and the spencer was split in one of the seams about 2 yards in length. We lowered it down and stopped it until it should be better weather or until morning at which time we went up and sent it and sent another

1841

We were not in sight of land when I was taken
 with the fever and ague yet we made it in two
 days afterwards and anchored off Georgetown bar
 for the that the tide was sweeping us down to leeward
 too far to be able to get in until a breeze
 sprang up about 4 o'clock the next morning all
 hands were called to heave up the anchor and
 the wind was blowing very strong from the eastward
 which caused in the shoal water where we were
 lying a heavy swell the anchor was got to
 the bow and secured after near 3 hours work.
 All requisite sail was made and filled on the
 starboard tack & standing off shore with
 the intention of running into Bull's bay.
 While we were making sail I sent one of the
 boys (there was two on board) to call Bill who
 not being forth coming I went to the gunroom
 and called him he had blown the light out
 when he heard me coming and told me he
 was sick and unable to work the old man
 heard me calling him and came up to inquire
 the reason for his not coming up and then
 went below in the cabin and shortly returned
 with a lantern lighted and went down through
 the storage and looked at the brandy cask
 he then came into the storage and shortly I was
 heard a terrible racket down there which
 sounded very much like one man giving
 another a compounded beating after making
 a most uproarious noise he came up and
 called Charles and asked him, "who bored into
 the brandy cask?" Charles replied "he did not
 know", then said the captain "I shall contrive
 some means to make you: You know
 very well there is five holes in it and that
 you have drank of the liquor until
 you are now hardly able to do your duty
 you must and shall tell me who did it."

He then threw him down on deck and commenced
pommeling him untill at last I suppose
he got it too fast and then he blowed it
all out the old man, quitted him and called
Louis and asked him who did it but he did
not tell and got no thrashing down went
the captain again to the storeroom and gave
Bill some more at last he came up quite
exhausted and satisfied there was never a
word said about it afterwards only the captain
told me that it came out right,
shortly after we were under way and after
the last mentioned scrape the agree
came on me and I had to go and turn in
and did not get out untill the vessel was
at an anchor in the bay.

The next day I took two emetics But they not
working I took a dose of calomel and julep to
work them off and it did with a vengeance
what the fact is, they all combined nearly
done the job for me. the weather continued bad
that day and the next But on the day following
we got under weigh and stood out with a
fair wind. To Georgetown bar and went in
at half tide the vessel struck on the shoal
and stopped about an hour then she went
over and we went nearly up to town and
anchored the captain, pilot, and passenger
went ashore. The bar at Georgetown is the
worst on the coast but one in Florida
only 10 feet can be carried over it at the
best of times and the passage is so long
and crooked that it is impossible to beat
through it.

The next morning the pilot came down opposite
the vessel and hailed - we turned out and
brought him up bare up - run a line ashore
put the mainsail and jibs on her

1841

and went nearly up to town but run on the opposite bank of the river and there let her lay untill the next tide and then she went off having a line out to the wharf she swung along side of the Dock where we made her fast and cleared the decks up. The next morning 5 or 6 Darkies were hired and we began to discharge bricks which took them 3 days to do what the same number of white men had done in 8 hours so the generality of darkies work at the south. We then hauled up to Mr Waterman's ^{wharf} ^{discharged} the rest of the cargo consisting of lime, flour and liquor, cleared the hold up got the purchases up and commenced taking in ton timber. In about 11 days we loaded her took a pilot and went down the river and ^{anchored} near the light house on North Island laid there two days on account of the wind and tide on the morning of the third the pilot came alongside and said "the wind blew too fresh and there was too much sea on and their boat would swamp if they attempted to come ashore in her and he could not take us out, upon that he left us the "old man," continued to walk the deck shortly he made a sudden stop opposite me and looking full in my face said "what do you think of it Mr Starbuck" of what sir I asked why of shoving her and over the bar. I think if you do and we should catch a south easter we would be in rather a bad fix, you know our fore mast will not bear sail to be carried on it heavy which we should have to do on a lee shore. But the wind is free at present to go out and should it continue so we can make a good offing. he took another turn or two as if revolving in his mind how to act, and then said call all hands,

we will try it any how — called all the
hoor aboard set the fore topsail and
main sail hoove up set the jibs hoisted
the pilot to come off and get his money
and then put her head for the bar
when nearly up to it the captain asked
can you see any boys? yes sir one
on the lee bow; no more there ought
to be one ahead, can you see any bow
ahead? no sir, at the moment one of
the men cried out that he saw one
on the weather bow where? where is it?
said the "old man", almost breathless from
agitation there said the man pointing
with his finger stand by far stars board
the captain she had now began to strike
the bottom and the lee breakers that
form the passage were roaring and bellowing
under our lee as if they were stirred into
a rage by the furies or the witches in
Macheth. Hard a lee the jib sheets were let
fly and she came up into the wind and
nearly stopped swinging all were in suspense
and fearing the worst yet hoping for the best
and fully confident that if she did not stay
in less than 15 minutes we should not have
a vessel to call our own, she she slowly
paid off on the other tack let go and there
the yards were placed round at the shortest
notice and she was all full on the other
tack "stations again", get a couple casts
of the lead line etc. it was how
mark under water & leave again by the
mark & "hard a lee", she came round that's
tine better than before and we had
made far enough to windward to go
out & clear the bar was now until
we had quarter past four and then
lived in being out of danger

1841

Nothing material happened on the passage home
we had pleasant weather and a fair wind and
made the run in 5 days. Drined and anchored
in east river New York on the Night of the
17th of May: The next day I was taken with the
fever and ague and on the 20th went to the
hospital where I was well used and fed upon
soup and tea to my hearts content.

1st In two weeks time I came out & cured and went
to 15th Cherry St to board - stopped there something
like two weeks. The house that I boarded
at is a Sailors Home in every sense of the
word although not under the direction of
society that the other two are; yet it is
kept with the most scrupulous regard to
temperance and the promotion of the
cause of the church prayers are made to
the throne of mercy in the behalf of sailors
- in night and morning; The business of
house is not carried on in the cold, formal
and austere manner which has such a forbid-
ding aspect and makes so wide a difference
between those connected with the establishment
and the boarders such is the case in some of
the "Homes" that I have boarded in, in
different parts of the states. At the end of
two weeks I had an offer of going to
Philadelphia by the run which I took up
June 14th with on Monday we hauled into the
15th stream on Tuesday morning made sail
and the next morning took a pilot off
Cape May the wind died away we anchored
until the tide flowed then got underway
and beat in by the cape at 4 1/2 PM anchored
head wind and ebb tide at 9 a breeze
sprang up from the southward - shifted
every stick on her and she went up the
bay almost flying

June
17th

We arrived in Philadelphia on Thursday night and anchored in the river until the next morning when we hauled alongside the dock and made her fast all hands went ashore but the captain—I went to the sailors home on the corner of Front and Union streets kept by Mr. Nelson.

18th

At which place I spent 10 days using my time in looking at the city which is situated on quite level land some distance from the junction of the Schuylkill and Delaware rivers—the streets all run parallel with each other—the generality of the houses are from 3 to 5 stories high—the city is well watered having the water led into all parts of the city from the Schuylkill by means of pipes—it is for the most part badly lighted by gas there not being enough lamp posts the commerce is mostly with the west Indies and South America there is not so much shipping here, as in Boston, or New York what there is, consists chiefly of the smaller class of vessels; While there I took a ride through Chesnut st over to the Schuylkill side of the city in one of the omnibuses that ply in that line; This st is to Philadelphia what Broadway is to New York (that is the principal promenade) in which there is a number of fine buildings besides a goodly quantity of trees set in a line with the curb stones and growing pretty generally in all parts of the city.

It is considerable more quiet than some other cities that I have been in no rattling of carts all night nor people

June

1841

shouting in the streets very seldom the alarm of fire and rought is heard but the sonorous cry of the watchman - past - eleven. O. Lock - the first word of which is lengthened out most uncommonly and a full stop of about ten seconds is made when the latter part comes out (the eleven beginning with an th) in the most sonorous manner conceivable the rest part of the night I know not much about - as the chap what writes poetry says, I am wrapped in the arms of somnolence, ~~as~~ somnolence, and seldom of pretty girls, or some other beathered deity, which I neither know nor care much about so long as I don't hear that cursed owl scaring cry of the watch man I wish he would go to his box and take a snooze and not be making night hideous, with that discordant, Angelike yell of his, and his fraternity.

25th Friday Morning one of the hands of the ship Lehigh came to the house and asked me to go to work. The most assuredly Sir. answered P. "what's the wages, was my next inquiry not spring so much about the work as I did for the pay" not more than a dollar and a half he answered. This colloquy passed before I had turned out of bed I quickly put my dress on I was not a long time at the toilet but dispatched that part of the morning ceremony in hasty summons and repaired on board the ship and commenced handling those vile ropes and strings.

June worked there two days and came near getting my rils store in by some of the appurtenances appertaining to the aforementioned ship.

27th Sunday morning turned out bright and early - got a shave and wash - put on a clean shirt - rolled the sleeves up - turned the collar back - to give the blood circulation and ^{lung} the respiration, and keep the body from perspiration; Then commenced reading a novel, which I finished by the light of the midnight taper - closed my eyes to the ~~xxx~~ consciousness of being

28th for 6 hours and awoke in the morning quite refreshed - was informed the shipping master had been at the house for me to go in the schr Caroline to the M^{rs} Pindley took breakfast - shipping master called again - went to the office and shipped as second Mate of the Caroline; 208 then went to the captain of the Lehigh and got my money for two days work carried my dunnage onboard went to get some eats and got some dinner; came back after bidding all hands good bye - went aboard and shortly after the hands came down - shoved off - made sail, and put her head down the bay, At night when the tide turned we anchored near Mud fort which is the only one on the bay it is on the southern side - nearly in the middle of the bay opposite the fort now stands a pier said to have been used in the late war for the purpose of stretching booms and chains across the bay so as to prevent the enemy's ships from going up to the city of Philadelphia

1841

June

28th We sailed - hoisted the square-
29th sails and staysails and pladdered on our
silent, pathless way until we came to
the town of Newcastle where we hove
aback and I went ashore in the boat
after the captain; found him, and brought
him off. This town is pleasantly situated
on the south side of the bay about
about 25 miles from the city it is the
depot of one of the branches of the great
Southern railroad to Baltimore

30th Kept her under sail with a fair wind and
July clear weather all night the next morning
1st the pilot left us and we went out by
Cape Henlopen with a free wind and steer-
ing to the southward and eastward bound
to the english island of Barbadoes

4th The glorious anniversary of the independence
of these United States of America
What a glorious combination! the sabbath
and the remembrance of the day; when the
fathers of our country 65 years ago pledged
their "lives, fortunes, and most sacred honor,"
in defence of the rights and privileges
of reasoning and reasonable beings that
could not and would not be trampled upon
by those that called themselves the protectors
of the same, for which they had done nothing
but levy taxes until they became too heavy to be
borne when the suppressed passion of the
country broke forth and hurled King and
minions of power from their seats of great-
ness and diffused its patriotic glow into
the hearts of millions of determined
souls that felt themselves able and
did achieve the greatest, noblest, and highest
deed that is enrolled in the history of
nations. that of making for

Only

themselves a nation with all the blessings
of a free, enlightened, and religious republic
for which we their posterity ought to
give thanks to the giver of all good on
such a day as the present and when it
does happen as at present make it one
of our duties to pray for an increase
of goodness in this our Happy Country

Our happy country; Age, and press;
And hast thou yet a century stood?
A dammed price was paid for thee,
Thy name was bought with blood.

A name, that over the globe is known,
A country which would be free,
And from her neck the yoke has thrown,
That had been worn in slavery.

Short as yet, has been thy race;
And short since valor gave thee birth,
Yet thou hast gained thyself a place
Among the nations of the earth.

Blessed I am and proud to be
Announcer of this happy land;
No greater blessing asked by me
Than to be at her command

W. B. Starbuck 1841

5th We had quite bad weather yesterday and had
to reef her down; But this morning it
is a great deal better and we have all
drawing sail set going along at the
rate of three knots per hour

July

1841

I am in hopes the people ashore will have as fine and pleasant a day as we for the purpose of celebrating the 4th which will have to be done to day instead of yesterday. Oh! the grog that will be drank to day in the "questionable shape" of sangarues, juleps, egg nog, cocktails, punch and a whole list too numerous to mention, of vile alcoholic liquors, both distilled and malt which have been excommunicated by all temperance societies as an article that meets with their most "unqualified disapprobation," not fit for the use of beings of the human race that stalketh about on two legs and carrieth their heads not as other animals. But mounted on their fore shoulders, pointing to Heaven, where they all expect to go. another small item I shall mention which is paraded against it in full charge: is, the most awful crime of robbery; it is said to steal away a man's senses in that wonder working manner, and, as the Darkey says "I fool him, round de stump."

What a precious number of agles and gagles will this day be put in mourning! dressed in all the different perceptible shades of grief that they are capable of receiving from a collision with the Digital articles of any pair of belligerents that have seen fit to raise their arms in the warlike art of self defence.

What loss and havoc will be made in some of the loafers organs of mastication? such as knocking in grinders and out canines and down a fellows throat with his incisors,

July

Making his mouth look as ragged
as a squally night with here a
heavy black cloud and there a place
of clear blue sky from which the stars
are twinkling and shining down as
contented as our old dog now sleeps
on a bundle of hay and at times the
moon shining through the mass in
fitful glances like the shadowy subst-
-ance of the world of spirits,

Then the nose that beautiful, and orna-
-mental, and highly usefull appendage
to the countenance of a human being
(I mean if a person has a handsome one)
to be flattered and the tender bones that
compose the bridge to be struck with
the nonresisting power of a pugilistic
blow and in a moment ~~crushed~~
from its high elevation among its fellow
organs and leveled to a fearful
equality with the visage of its possessor
is too much for the fortitude of poor
degenerated human nature to stand
without wincing: The part thus
assailed, does not, but appeals to the
feelings through the medium of the
nerves and sometimes causes a few
drops of moisture to flow from the
eyes of this poor late described
battered specimen of humanity.
His ears and hair have also to come
in for their share getting pinched
bit, and pulled sometimes to the full
extent and meanings of the words
and a little over. ~ ~ ~ ~ ~

July
6th

Bad weather - which means strong winds to kick up a heavy sea - plenty of rain to wet all hands and make them comfortable. What a beautiful and pleasant feeling it is to be pulling on the wet ropes and to have the water running from them into a person's sleeve down to his armpits; such a nice and cool feeling as to make one almost wish that it last a considerable longer especially in cold weather.

Here is a chance - "all hands ahoy shorten sail" - "hear that news there below" in answer (you will generally hear a moaning sound not exactly so deep as a groan nor so shrill as a howl but something between the two partaking of the nature of both) arising from the fore-castle gangway where the shouts are made - "lay aft all hands," says the mate and "reef the mainsail," two of you slack away on the throat and peak haliards. "aye aye sir." "come this way some of you and get hold of the down-haul." "hold on the throat; low enough." "slack down the peak a little more." "aye aye sir." "now come this way all of you and haul on the reef tackle."

which had been hooked while the sail was being lowered: "now bouse away then a half a dozen good pulls accompanied by shouts from one of the gentlemen rope handlers such as "Heave, Oh hoars," or some other expression with pull as much meaning: which meaning is, a long pull a strong pull a pull altogether and pull all you know. Thus you see that the two last lines are condensed (by the expressive and extensive lingo of sea men) into about three syllables

July The reef tackle being out then put the cloth
on and pass the plait while some of the
men are knotting the points, we now
have the sail already for hoisting —
clap on the haliards and hoist it up straight
and taut — coil the haliards down clear
then that job is done.

reef the topsail for the manner of so
doing; see, sheet anchor, trimmition more,
or any book where you can find it.

I wonder how those chaps feel today
that kicked up the bloody rows yesterday
ashore: and —

x around
Some of them over the eye,
And circling o'er each side,
Are marked by the 4th of July,
In all its glory, bloom, and pride.

I think their sore heads and skins must
be painful — therefore, let's thank
fortune Bill, that you and I are sailors.
8th a fine interesting set they must be indeed
Two days have passed away and we have
quite decent now; how long it will last
I don't know but I will inquire of the
clerk of the weather perhaps he can tell
if he does, then I will let you know.

11th Sunday has come again I like to have it
come and bring fair weather with it
so that one can sit down and fulfill
the commandment — by making it a
day of rest which I do by sleeping
happy the day reading some chapters
in our dear Libal. which I can only
partly understand: I like to sit down
on such a day as this when all matters
seem at peace with the wind blowing
a gentle breeze — the vessel heaving with
an easy, undulating motion over the

1841

July rippling surface of the salt sea to bear —
a few passing clouds to occasionally pass
* over the disc of the sun, and partially
obscure his light and rays from being thrown
with too much strength and intensity
upon one's head so as to make a person
feel drowsy, listless, and sleepy.

During the weather as it is to day; then
there is no jibing ship no shifting
over studding sails — no pulling and
hauling enough to rouse a fellow's
arms off nothing to do but sit on
the end of the windlass talking about
the girls and let the wind blow us along.
14th Fine weather; I remember of days ago I prom-
ised to let you know about the wind
which has lasted from that time to this,
with very little variation from South
with quite a steady breeze until
today and now it is all around the
house and down cellar (i.e.) a placid calm.
she then rolls and glides like a sperm
whale in the last agonies of a bloody
death: or, as the whalers say "in her flerry."

15th We have to day fine weather with a
plenty of what I call fair weather
squalls; I expect we are now in the
latitude of hurricanes, waterspouts and
meteoric lights, one of the latter I saw
the other night. the sky was overcast
with broken clouds from under one
of which, it shot forth in a splendid
and luminous manner lighting the whole
arch of the heavens with as much
light as is generally perceptible in the
twilight of an evening it appeared to
fall from the south towards the north
leaving in its track a long line
of bright, phosphoric conical

July light (something similar to that left
by a rocket) it went as suddenly as
it came in its career it stopped short
I suppose the reason was it had no
more combustible matter for the fire
to act upon. it runs in my mind
that they are spheres like this
habitable globe, that have run their
charter out and now fulfill what
was predicted of the earth that it
should melt with fervent heat.
To day a waterspout was seen forming
to the leeward of us, it first began
by hanging and descending from a
heavy black cloud until it was
half way from it to the surface
of the water a smoky mist then
appeared to rise from the sea
directly under the point of the spout
which kept a continual swaying
or swing about in the manner that
a long pennant does in a light
breeze it nearly reached the water
then broke and dispersed, evaporated
or was again drawn into the cloud
I could know which for I went to
dinner

16th squally weather and a head wind, crew
employed variously - at 10 o'clock I
took in the to haulant sail and

17th at it again so ends these 24 hours,
This morning "thanks be to our lucky
stars," about 4 o'clock we took a fair
wive and squared the yards a little
and kept her S by W for our port
of destination. Our luck or fortune
was of but short duration; before night
we had her on the wind and at 12 midnig.
the top gallant sail was in squalls

1841

July
18th

Sabbath! "Thou shalt keep the Lords Day
holy, is one of the commandments delivered
to Moses on Mount Sinai and which
he gave to the israelites for the better
government of themselves their children
and the stranger in their house
It is now fine weather and a good
breeze we are on the wind standing
to the southward for the island
that we are bound to: which is
about 700 miles distant in a south
westerly direction

July 19th This morning saw a vessel on our weather
quarter standing ⁱⁿ the same course that we
are. Although she is yet same distance
from us we can see that she is careened down
by the force of the wind and pitches heavily
on account of the press of canvas she is carry-
ing. I think the wise king Solomon
said there was three things beautiful in
nature and art. I know one was a hand-
some woman and another a ship under full
sail. What handsomer thing is there in ^{this} little
world of ours than a pretty woman, about
the right height and straight with hair any
colour but white or red, forehead good size
eyes about mediocrity - because I do not like
those large eyes that gloat on a person as
spooks are said to neither do I like those
small ones that twinkle and sparkle and
shoot forth rays like a five dollar diamond
set in gold; let their color be soft and delicate
have that appears ready to melt and glow
with the passions and desires of ~~the~~ owner.
I was a bit I'm running on at a devil of
a rate; nose perfectly Grecian - mouth
moderately small - lips inclined rather to
thickness than thin - teeth small, even,
and clearly white - chin gently rounded off
neck decently shaped with the dress not worn
too low - the body well formed without the
aid of either corsets or bustles worn before
or behind or on the hips - feet that look
as if they were fit to stand or walk
upon - ankles that will support all
this beauty without breaking mass & be
cased in silken hose not blue but
some colour not too light; a kind of an
olive would do

x rather
apair

1841

July

The Dress must be plain and neat and not come down too far nor be too high up but just low and high enough to give a person a glance of a well turned ankle occasionally.

23rd I was speaking of writing of a vessel some time ago; we have since made her out to be a horse jockey (that is) a craft that carries horses) which are shipped in the parts of Connecticut or somewhere else down our way they are generally put onboard - ranged in two tiers along the deck - jammed close together to keep them from falling; which when one does, and dies, he is hoisted out and hove over board and the rest are again wedged and jammed almost to suffocation ^{and} causes them to get chafed & stockingly over there is a flat - pan where the fodder is carried to use on the passage; When the poor animals are landed in the islands they present rather a bad spectacle with sunken, glassy eyes - rough and well worn hide in many places large sores chafed on it. their carcasses so lean and the ribs sticking out like a barrel of flour barrel hoops, and makes a person think they were fed on them; - some of them have all of them hardly able to walk; - it takes them about 2 months to begin to look like horses after they get there; - A fine weather wind free - steering due south - all sail set that we have bent. going at the rate of 6 knots per log At 25 minutes of 10, 0, Lock of the Friday.

Early

Near 12 o'clock. Midnight we made a landfall, which was the english island of Barbadoes where we are bound made sail on her at Daylight and ran down along the shores of which are at some places high beeting cliffs; at others rocky and picturesque precipices very little sand beach, At various distances from the shore are country seats and plantations around the big house, of the latter are generally a number of negro cabins, which remind me of the small villages and hamlets of new england in the their church spires reared high above the humble dwellings of its denizens

at 10 P.M. came to an anchor in the bend of the land that forms the anchorage off the town of Bridgetown
24th The horse jockey was there to haul sails and made preparations for discharging the cargo.

Sunday went ashore on liberty to have a look at the town, and fashions; the town is built on quite a level piece of ground - the houses are nearly all low one-story buildings built after a thousand different fashions to suit the whim or taste of their proprietors. The streets are not over wide but quite clean, dry, and dusty the sidewalks thereoff are niggardly narrow subjecting the inhabitants or strangers to march in indian file or else to take the middle of the street for their promenade. The sun poured down with an intenseness almost melting which caused me to keep within doors the most of the day. I passed my time quite agreeably in conversation concerning the state of the island, crops &c

July

1841

The produce of the island I have been told does not amount to one half now of what it did formerly; the black population for the most part will not work but just enough to keep from starving; they are about as great thieves as I ever came across

26th Broke bulk and discharged in 3 days the cargo which consisted of corn meal, flour, bread of different descriptions, ham, and tobacco

30th Finished discharging and commenced taking in ballast took in about 20 tons of sand but

August 2 could not get away until the following Monday when the captain went ashore to get his clearance we loosed sails and hove short soon after he came back a breeze springing up the vessel tripped her anchor and came near getting foul of a blue rose brig - went ^{short} after carrying away our mainmast hoisted the jib got the anchor up and stuck her away for St Thomas's to dispose of a quantity of onions that would not sell in Barbadoes

3rd Early in the morning made the island of St Vincent with St Luce under lee of it and in the distance Martinique with its bold and wild looking scenery, then came Dominigue with its high, bluff, and black looking hills looking like some gigantic luxus theatrae.

4th We passed between the two latter islands and saw a number of the Virgins which belong mostly to the British government.

5th At daylight made the island of St Thomas at 8 A.M. passed the fort at the entrance of the harbour with a leading wind and anchored just without the range of the fort near the landing to the eastward

Sept
August

This harbour is considered the best and safest in the west indies it is nearly landlocked and the high hills that surround it screen the shipping from all most any wind that blows - it is a free port and the general resort for vessels of all nations.

The town has the most beautiful and picturesque appearance that I ever saw it is built on the side of three hills the vallies between them having no houses but beginning at the shore with a point and widening untill the buildings at the tops of the hills are brought to a point, the principal part of the houses are painted white with red roofs and face towards the harbour.

We could not sell our onions here; the next morning after our arrival we took our departure for Turks island and passed the island of Porto Rico belonging I believe to the french.

These islands I think will bear competition with any ^{other} part of the world for their beautiful and bold scenery; luxuriant and healthy climate; the laws and morals I know but little about although the inhabitants appear very hospitable towards strangers.

9th In the afternoon made turks island which in the distance seemed like a long strip of sand beach ~~stretched~~ stretched away in the harrizon as far as the eye could reach with the same monatony not even a hill or gentle slope for the eye to rest upon But on coming nearer it could be discerned that the middle of the land was the highest.

1841

near dark came at anchor opposite the
 10th salt pans and town
 Early in the morning got her under
 way and stood down for salt key distant
 9 miles to leeward; for the purpose
 of taking a cargo of salt. After coming
 to an anchor there, in less than 3 hours
 after the ballast was out, the salt was
 going into the hold from the boats which
 bring up from one to two hundred bushels
 at a load put up in bags of a half bushel
 each which are passed on board and enti-
 -ed in to the hold by the "colored gentlemen"
 I have been told that the "gentlemen" here have
 the most to say, and are not ashamed to tell
 that they will soon be as St Domingo
 These two islands are small and thinly
 inhabited by whites yet there is more than
 a proportion of darkies. the soil is very
 poor the islands have no water but what
 is caught from the clouds.

While we were there the captain disposed of
 his onions not very advantageously either
 for he hardly cleared the first cost
 12th Very busy all day taking in cargo and prepar-
 ing for sea, near 6 o'clock got under
 way with a spanking breeze and was soon
 out of sight of land - set the watch and it
 was mine below

18th Had quite fine weather for these six days
 back; But the black and heavy clouds begin
 to heave up the wind to whistle through
 rigging in gusts and blasts the sea to look
 dark and angry with other indications of
 squally weather; We get an occasional
 puff stronger than the others which causes
 us to take in the light sails and stand
 by the main and topsail haliards

August
22nd

Made land: By observation and calculation found ourselves to thirty miles to the southward of Cape Henlopen. We began standing off and on and continued so to 23rd until the next

23rd

day the being ahead and quite strong a short time before the watch was called at noon the captain had the fore top gallant sail set. When the came down from hoisting it he told the mate the top mast was sprung; and he told the capt who had a little grog aboard "Oh I guess she will stand it Mr Harper," Well, answered the mate if she does it will be more than I expect; Shortly after dinner the wind breezed and she could not stand it any longer when down came both topmasts with a thundering noise having been carried away close to their respective cap which made quite an extensive job for all hands who turned too and in less than 4 hours had all the spars and rigging and sails on deck and lashed.

24th

At daylight got the flying jib stay and and sent it up and fixed it over the stump of the topmast and set it up then re & the flying jib finished the job and at 8 o'clock got breakfast. Wind still ahead beating about and hardly holding our own for these last three days.

26th

Took a pilot had a land of wind and rain by the cape, towards night the wind hauled farther to the southward and was very strong, which caused the old craft to go up quite smartly

1841

My way of writing and keeping an account of past occurrences (for they must transpire before I can record them) is just this. On a piece of waste paper I mark the date, locality, and circumstance briefly and leave the rest to memory to weave and patch them together when I can find leisure which is perhaps two or three months afterwards as opportunity offers. I find by looking at my list of memoranda that it is some time since the web of the pen and the virgin page encountered each other in useful strife to be a puzzling complication of stuff for me to work through a brain which the phrenologists say is none of the strongest, besides using up my time that could be better employed otherwise and spoiling good paper, pens and ink, the price thereof would be more to my advantage some persons would think if it came in the shape of shoes and stockings, or some other garment that would be of use to me.

25th The wind was ahead and we continued to work up the bay.

28th When the tide began to ebb we came to anchor and all hands turned too and rigged a jury topmast out of the upper part of the mast that was carried away and sent the ^{topsail} yard and the topgallant mast and yard all up, set the topsail close reefed and topgallant sail over it and when the tide served we worked up within a mile of the city and the captain and pilot went to town Sunday.

August

1841

By the time the boat's crew had returned to the vessel the mate had become quite angry and out of humor because they had stopped and bathed; the crew were all in the forecabin — the mate told me to call them up and make the light sails up that were then drying and stow them away. I called to the gangway to have them come up, aye, aye, sir, was the answer. I waited a short space and called again; the same answer was returned; I called again the third time and asked why they did not come up they said in answer; they thought it was too hard to work all day and part of the night besides it was Sunday; but they did not come up. The mate was called he said he would bring them up he called at gangway and in about 15 minutes they came up grumbling and growling and one of them by the name of Brown got into a bit of a jaw with the mate and said something which he did not like he squared off in a posture of attack and weighed Brown out one. But Brown was on the alert and parried the blow and caught the mate by the throat and backed him up to the rail and breast over it he choked him till he was satisfied the mate all the time kicking and striving to get away. and Brown crying you have got hold of a man now Mr Harper and at the same time the poor devil of a mate was choked so bad that he did not have hold of him

August 4

1841

at all; When he was black in the face Brown
let him go; But the mate was not to be
backed out that way, he must come
to the scratch again. I then stepped
in between them and asked one to stop
and told the other to; the mate then
telling what he would and could do
besides a long tirade of premises annexed
to the crime of striking an officer in
charge of a vessel. After the sails
were made up and the mate and I
were standing aft he said to me
By God Mr Starbuck, striking his fist
on the cabin gangway, I could have
licked that fellow just as easy as
not and I have a damned good notion
to go forward and do it now.
I persuaded him not to consider it worth
his while to take any more notice
of it; he was quite easily persuaded
to it. I suppose he had not quite got
over the effects of the shocking match.
Brown was his superior in strength, size,
and weight and had a small touch
of Jim Ward about him too; upon
the whole considering all points I
think the mate was a little afraid
of him, a little a very little; the smallest
iota of fear imaginable not meaning
to impeach the gentleman's character
for courage and honor for Brutus is
an honorable man.
At night the pilot came down with
the captain and took the vessel up
and anchored her off the docks at
vine street so ends these 24 hours

29th The captain having been ashore the past night came off in the morning, looking, appearing, and actually was three farthes smashed kicked up a bilberry with the mate and then had the topgallant mast and yard and the fore topail yard and sail all sent down it raining quite hard all the time we were at work; just through spite. When the tide served we hauled in and made her fast and there left her with the mate to take care of her. I went again to the sailors home on pond street 30th Went and had a settlement with the old man and took my chest out and bid good bye to the old craft; but not to the mate or Captain. So ends that cruise.

I remained at the sailors home somewhere in the vicinity of 4 weeks sometimes going to the theatre and sometimes to church and once I went out to the water works at the schoolkill; It is a very beautiful and most pleasantly situated piece of scenery that I have ever seen, as you leave the city behind you; by the road running northward you open out on a small level tract of land one side of which is on the right hand bounded by the steep and clay sides of fair mount the nearer the works you advance the side of the hill becomes rockier and precipitous on the other side the river glides silently and unostentatiously along on it can be seen the canal boats that bring the coal to city the men on them shouting and hallooing to each other as they pass all which helps to enliven and animate the scene

August

1841

We have now brought ourselves to the gate which is low pale work and painted white you enter the gate and walk up an avenue from which bypaths strike out in different directions among the trees and through a verdant grass flat which is kept cut short and in good order. walking up the avenue you now stand on ^{an} even and cool brick pavement before a large hall door which is open and a pretty cast iron settee or settle on each side of it walk into the hall; what a fine large room near as I can imagine 100 feet by 50 and 20 or 30 in height with chairs, stools and settles scattered promiscuously around ^{it}. ^{x opposite} from the ~~after~~ door there is a long platform or stoop extending the entire width of the building and directly over the river. here we will stop in the cool and rest ourselves.

After having enjoyed the quite fine prospect and the cool, exhilarating, breeze for the space of half an hour we took a stroll into the house where the machinery is in operation for raising the water to the reservoirs on fair mount. We then walked a few stone steps and then out upon a stone pier which is the buttment of the dam that is built entirely across the river (a distance of near a quarter of a mile) on the end of the is built a small, round, wooden building ^{the roof is} supported by pillars and surmounted by a spread eagle, leaving that you go straight forward from the pier until you arrive at the bottom of the steps that lead to the top of the mount.

August

from the top of the hill which is about 100 feet above the level of the river you have a splendid and extended prospective view.

We afterwards went down to Franklin square where there is near a hundred jets of water playing at once the streams crossing one another at different heights from 8 to 30 feet, and falling in a beautiful shower into a large, round, white marble basin the squares in this city are a very agreeable resort for loungers and loafers in the summer season and a fine promenade having excellent gravel walks nice shady trees and neat green grass plats besides a large number of spare stools and benches where a person can either sit or lay down as best suits his laziness there is a number of these squares in the city which are not to be compared to any other in the states,

September

25th

About this time, I left the sailors home and went across the street to Mr Crowell's looking round quite sharp for a vessel,

October

8th

Shipped onboard the brig Guilalma coal loaded bound to Boston the next day 3 of us and the mate went aboard from the house and

10th

on Sunday morning we got under weigh wind light and scant - tide ebb - weather pleasant and warm, towards evening the tide turned and we anchored in the morn

11th

ing of the next day we had a fine breeze all day but toward night the clouds began to heave up from the north east blackening and deepening their shades as the sun settled away in the west the Captain I suppose thought he would put her in under the lee of the breakwater at Cape Penlopen

October

1841

We were now steering in for the entrance between the two piers of the breakwater when the captain cried to the man at the wheel, ~~port! port! a port!~~ ^{starboard! starboard!} which the helmsman not understanding or not knowing which way to put the helm gave it as hard to port as he could get it the still crying "starboard!" was answered aye, aye sir, hard a starboard it is: the vessel was now swinging rapidly in the opposite direction from which he wished her to, and directly on to the end of the pier; the mate ran to the wheel saying, heave your wheel the other way, which was done but not in time to stop the vessel from striking the yards had been braced hard aback before the vessel struck: which she did with a most tremendous bump which nearly threw me off of my feet as soon as I had recovered from my surprise I ran forward to see what we had struck upon (not knowing what it was) I jumped on the topgallant forecassle and found we had run against a large pile of stones each of them weighing half a ton a piece; which in the twilight looked dark, ominous and fearful. A heavy swell heaving in from the mouth of the bay and breaking against the stones sparkling, roaring, and foaming among the crevices of those black inanimate masses sounded to me like the dirge of some criminal son of the ocean that reposed beneath them and to help the imagination a gigantic crane reared its specterlike, gibbet plume high above our heads and looked frowningly down upon us as if in search of some victim to grace its extremity and render it still more hideous,

October

The captain was all the time running about the deck swinging his hands and crying, "What shall I do, "brace round the head yards, heave the wheel the other way;" haul the trysail over to windward let go the jib halliards! shouted the mate which was heard distinctly above all other noise and quickly executed: thump, bump and a half a dozen more bumps and thumps she began slowly to swing her stern and in a short time we were off going in by the breakwater as if nothing had happened; Came to anchor and remained there that night;

12th the next morning got under way and stood out for Boston.

13th - We had a fair wind untill the next fore noon when we made Block island the wind shifted to the N.E. shortly after and we were three days beating beating off the channel after the expiration of that

17th time she was kept away for the purpose of going around the islands which was accomplished in two days we

19th made Cape Cod the high sandy and barren hills looming through the fog at noon and reminding me of my tedious days that were spent among those accompaniments of a sterile soil and proximity to the "broad backed wave," which encircles the land where my forefathers dwelt in the primitive simplicity of tillers of the soil. We were here beating five days between the two capes that form the mouth of the bay with a cold westerly wind blowing in our teeth the whole time. On the morning of the 24th we found ourselves in rather close

October

1841

25th

quarters with the Cohasset rocks the wind had died away and left us nearly becalmed but shortly after the wind breezed up and at four O'clock the next morning we cast anchor in Boston harbour furled sails and prepared to pass through the bridges that cross the mistic from the city to Charlestown which we performed and at nightfall all hands went ashore — two of us went to the mariners house and took board.

28th

Went aboard the humane brig Mozart saw the captain and "got a chance" — joined her

31st

for Philadelphia — took in some 40 tons of plaster and in three days went out

November the next crossed the shoals and the consecutive came too in Sappanlin cove — in a few days left it and followed our noses until the wind would not let us any longer then turned about and went into Newport remaining there about 24 hours and came out on Sunday and went in by the capes of the

14th

Delaware on Tuesday and were 5 or 6 days working up the bay and arrived in the city in good health and fine spirits stopped there two or three days visiting my acquaintances in the evening and working very hard all day taking in corn and oats what vile stuff to trim the dust flying into a person's organs of breathing and almost suffocating him while the heat is so intolerable as the saying is "to nearly melt one. every 45 or 20 minutes we would have to go up the hatchway to get a mouthfull of air at night the mate and I were nearly exhausted and gone up, I had to quit and go below where I had a touch of the beautiful

November

splendid, sublime, nearly amounting to
 sublimity, sublimated, unmentionable,
 inexpressible, ever-to-be remembered never to
 be forgotten twitchings and twinges, shakings
 and sweatings; they were not shakings of
 fear neither were they twinges of
 conscience: But it was that dreadful,
 insupportable, prostrating, prostrating, weakening
 complaint called the fever and ague.
 The mate afterwards told me that he passed
 a very bad night but the "old woman",
 nursed him up and the next morning
 he was quite well although I did not
 get over it for two months after; it
 brought on a heavy cough which nearly
 threw me down on my beam ends.

18th About this time we left for Boston again
 anchored under reedy island and prepared
 for a snow storm had a small flight
 in the night hove up and stood down
 the bay with a fair wind and through
 the sound we went spanking.

When we had "wended our way, as far as the
 cape the wind proved contrary and we did
 not get in to Boston untill the
 25th Had some snow and very cold nights I wonder
 what the loafers in general will do such
 nights; Were I one of that community
 I should surely set on foot a petition
 to the clerk of the weather to have the
 summer last all the year round because
 it is very "unconstitutional; that is, it does
 not agree with the human constitution
 to be exposed to cold, raw, frosty weather.
 After hauling from one wharf to an-
 other for a week or so we at last
 got discharged and the hold swept
 and the decks cleared up.

December

1842

We then commenced taking freight for Mobile. On Saturday the mate told us that captain wished to see us at the house and settle with the crew. We therefore went and received our cash and the captain told us we might stop onboard and take care of the vessel till she was ready for mobile and he would give us our board. We stopped aboard and then on Monday morning had a long talk with the "old man" and concluded to stop. While lasing there we purchased the Haverly novels beside a few other books which kept us pretty well in reading. We had nothing much to do but sweep the snow of decks and loose the sails occasionally — once we loosed them on quite a sunny day. But when we went to furl them the topsail was so much frozen that it resisted all our endeavours to hand it — it was three days before we got it into any kind of shape.

1842 Day of 1841 we made our exit from the port
January of Boston and after quite a decent passage
13th we made the hole in the wall and the

day and night following we crossed the
15th banks in 8 fathoms water we then
passed the keys and in two days went into
Key West after striking on the reefs and
thumping there sometime.

Key West is one of the small islands called by the spaniards "cayos," it is near the southeastern coast of florida. It was formerly occupied by the spaniards as a resort for fishermen and ultimately it grew to quite a smart village and came to be of late years the general rendezvous for wreckers that swarm on the coast of the main and the adjacent islands and reefs,

January

19th We remained there three days and took aboard two passengers one male and one female and then went out of the western passage. No occurrence worth mentioning transpired until we went in by Mobile Point with a fair wind and up the bay to the city where we arrived at night and took the passengers ashore. In the morning hauled in and commenced unloading; which was accomplished in 4 or 5 days.

20th Started down the river and at Dog river bar spoke the schooner Gladiator and inquired for the captain who was up to town. Just below the lower fleet of cotton bidders we came to an anchor.

Mobile bay is 25 miles from north to south and from 10 to 5 miles from East to west with water enough for the largest class merchantmen to go five miles within the entrance; Where there is at present lying between 80 and 90 fine ships. — The wind has been ahead with squally, rainy weather.

February
3rd

In company with the Gladiator came out of the bay and ran ourselves across the forefoot of a barque and became entangled in the bowsprit rigging but after considerable pulling and hauling got clear and went forth in all our majestic sublimity.

4th Ran the coast down or down the coast and the next day anchored in St Rosa's bay about eight miles from Pensacola.

5th Early the following morning prepared ourselves and the boat for a cruise to the farred city where we embarked in 2 hours after leaving the vessels landing at a wharf near one fourth of a mile long.

The city is on low, marshy ground, but laid out very regular — the houses are mostly

February

February

1842

surrounded by commodious yards and garden patches except near the wharf and in the commercial part of the town where they are quite close and compact;

In the afternoon departed thence and reached the vessels pretty late. Towards night the sky began to lower the big, heavy, black clouds to heave up from the western horizon - the sun to look red and fiery - the wind to breeze in moaning, murmuring tones with now and then a fitful gust and dying away in mournful, hollow cadence like the meeting of "old Neptune,"

dominating with that of ... heard at a distance.

The sea to darken - the waves to ^{roll} and break emitting its bright phosphoric brightness and throwing its ghastly lightness around its immediate vicinity similar to the halo around a lantern in the fog. At midnight the storm reached its height. The thunder roared and rolled with confounding clamour as if it would descend from its aerial car and annihilate the sphere around which it belled and belched forth its chains of lightening quivering and jerking them across the entire arc of heaven lighting the whole face of nature in one continual glow. The rain descended in the heavy, fast and thick falling drops of a southern rain storm covering our decks so fast that it 3 or 4 inches deep which swashed, splattered and spluttered about with the roll of the vessel as if impatient to join the element from whence it received its origin. - Towards morning the storm cleared away and "Old Jamaica," arose with his accustomed splendour.

7th

Took our anchor and stood outside and shaped our course to the eastward about the middle of the afternoon struck on the reef that runs along the coast set a signal for

February

February

8th

the Gladiator to keep off but she not minding it ran aground too - rounded and then wore round and in half an hour was off again kept little wider of and stood along and at dusk made St Marks light house - the wind shifted and brought it directly to windward beat till near 11 o'clock at night then came

9th

to anchor the next morning when the tide served got under way and run into Spanish hole; the pilot came aboard in the afternoon at flood tide took anchor and ran up the river untill the breeze died away then warped up to the wharf at Port Leon

Port Leon is on the St Marks river two miles below St Marks - it is composed of 4 or 8 houses as many stores and its quantum suff of grogshops and negro houses it has two wharves with large storehouses on them; through which branches of the telegraph railroad extend to the ends thereof taking the cotton immediately from the capital to the shipping

Sunday comes once a week thank the institution thereof which allows a poor devil time to shave and put a clean shirt and trousers on once in 7 days which being done soon and I took a stroll in the pine woods - came back in the afternoon had a set too with the foils with Charley and at night turned in.

While here had two or three cruises after and invariably brought a boat load.

The last time we went we worked like trojans at what we thought was a fine large ash tree - cut it down and cut it in lengths ready for splitting struck the axe into the butt of one of the logs but it was no go it would not split no how we could work it

February

The mate put the smallest one on his shoulder and stepped out quite brisk saying "he would have one piece as a specimen" he had not gone more than four or five steps before slap went his foot into a mud hole and went he on all fours and end over end the log with a heavy splash and half buried itself in the mire, the mate well bespattered arose from his uncouth posture with a good humoured countenance remarked, "Don't me if I carry you any further, you may lay there till tomorrow" or till you rot for what I care thus ended our four hours job, we retired to the boat and shoved into the stream in quest of a more commodious place for our purpose having selected what was thought an eligible place we effected a landing and commenced operations - wrought very hard and accomplished our design - then stuck the boat all round with bushes and so sailed down the river, at nightfall we reached our vessel unloaded and the felled our ash tree to be a species called swamp wood or gum which cannot be split.

Got as quick as I possibly could and then come other baggage and went to the theatre.

17th

The company of interloper or gentlemen with travelling tickets came here about five days since and set up their ^{office} of retail for murdering Shakespeare in detail in the second story of a grogshop the walls which were neither plank nor plastered but the grinning beams, plates, floorbeams, and rafters by the light of the seven tallow candles that flickered and flared in the wind that came through the cracks and crevices seemed to in the different lights and shadows

February

seen which writhed and convulsed the room and the audience into all the fantastic imagery of the kalaidoscope. The audience were now collected the ladies in front seated in chairs behind were three seats on a level composed of planks laid on stools and covered with red cloth after these was another higher and extending across the gble end of the building. toward the right side of the room 12 or 14 darkies and wenches were standing looking at the curtain and listening to the only music that formed the orchestra and blew the bugle with such intense noise and incredible strength of lungs until I actually thought he would have split the instrument and blown it and all the sweet sounds to the devil. Then hark! a whistle - the music stops the curtain rises after a few hitches and jerks to get it well up - forth stalks a representative of the Grease dressed in his tuxedo and plumed away, and disturbs the passive air with his impassioned gestures and voice.

Afterwards came a conglomeration of representation and such a horifying mixty mazy of plungers, male and female and such a hotch patch of voices, sounds, and gestures which I could neither make one thing or the other of and I never saw anything so bedeviled as was the Lady of the Lake. The finale was the best part where the Red and chief and lawlone stranger fight they put themselves into such ridiculous positions of defence and attack, and used their weapons with such notable dexterity agility and judgment that I was actually afraid they would cut one another in the shins, with their pious arms two old broad swords broken at the

February

so as not to be capable of much harm in the thrust. Made me almost ^{wish} for Don Quixote with his redoubtable lance and stalwart arm to put these most deliciously ridiculous vagabonds to flight.

After laying here near a month the captain told us one day he had a cruise for us to go down to Cedar Key for a load of "sogers" and we must "turn two and felly water" for he should leave the wharf in the morning & passengers came aboard and we was towed down the river by a government steamer and that day anchored in Spanish hole with a head wind. While laying there we went oystering they being very plenty

March

3rd

God under weigh with a leading breeze and put away for our port and in

5th

two days went to an anchor on the shore off the key the next morning got under way and at night run her aground on mud bank got the boat out and if

6th

we did not have a precious pull of it then I am greatly mistaken. when we came from the landing the vessel had swung off - hove in the

7th

keg and let go the anchor.

In the morning got under way and went up at night hauled in to the wharf. The following day a company of Florida veterans marched aboard in a warlike manner and took possession of the hold - the sergeants wife and other women amongst the rest of the "sogers", we waited another day for a greater strengthening of the forces and when they came

March

- their officers not liking such close accommodations for the heroes who had fought the battles of their country and made her feared and respected by Jack Indian, and whose names will be handed down to the latest ages with the names of Howard, Clarkson and Wilberforce as philanthropists and those that have benefitted mankind by putting to death some thousands of human beings who never harmed them and the only reason that I can assign for it was that they wanted the land and could get it by no other way but by wrenching it from them by force and banishing the primitive and rightful owner beyond the "father of rivers" in consideration of those mighty deeds our company was marched out hearing about 120 men in quiet possession of the "regions below".
- 13th We were again towed out by a steamer and put to sea; Oh! What a mess we had such sea sickness and dirt I never came across before we had quite a stiff breeze and being only in ballast trim she pitched and rolled smartly;
- 16th after three days passage we turned into Pensacola Harbour and landed the troops at the fort on rosas island at night got under way and went and anchored near the town
- 18th went ashore and landed the captain
- 19th stopped in the harbour three days and the fort away for Mobile
- the next day anchored below the pass the being unfavorable to get up and went to town with the boat stopped a few hours and came down aboard

1842

March

20th

Came up and anchored in the stream

21st

and made preparations for hauling in - Early in the morning commenced running lines and about 11 o'clock had her snugly tied up to the wharf we had very little to do while laying here more than to wash our clothes and keep ourselves comfortable and read novels, - until about the

31st

when the capt got a freight for Boston consisting of cotton, hides and merchandise - we were about a week stowing her - and on the

April

9th

came out of the bay having a full cargo and two passengers

After having all sorts of weather, but cold and having got across the bay and out clear of all the shoals, rock and keys, and steering along with a fair wind and studding sails set the old man

16th

felt pretty vicious one morning and wanted some way to work off his ill humors Charley not minding him in hauling in the fore brace he weighed him out one, who turned round and asked him what he meant and he would be sorry for it, the old man told him to go forward and slack the staysail sheet, Charley went and continued talking all the way, the old man followed him picking up a billet of wood as he went along, which Charley perceived and stopped and they had a considerable jaw and that was the end of it then.

25th

Came in through the south channel and one afternoon found our

April

- selves going up Boston harbor with a fair wind, but light - toward night came to anchor in the stream and the next morning hauled in took board at the
24th Mariners House, off Broadhead wrote
Got one little change and bought some
cannage and Charley bought himself
a cowhide we then looked for a vessel
28th bound to Albany our destination being
the lakes found one and agreed for our
29th passage took our chests down and
Charley took the cowhide and went out
when he came down to the boat he
seemed out of sorts and asked him what
the matter was he said he could not
find that infernal villain of a captain
because he had gone into the country
he further said if he had found him
he intended to give him a good cow
- hiding to learn him a little manners
went aboard in the boat and bore the
anchor up and stood out of the bay on
May 1st we were in New Harbour having arrived the
night before - Charley and I made oursel-
ves tidy and went ashore to go to church
when we came to the door there was no
sexton nor anyone else to direct us to a
seat - so we considered what it was
best to do and calculated we had best
make a rush and take the first empty
few we came to which we did - The
people must have had an intuitive
instinct of the presence of strangers
because they all looked at us when
we entered in a manner that plainly
indicated that they were strangely
surprised to see a couple of human
beings that were not related to them

1842

May

any more than being of the same species and genus as themselves - the turning of heads was so simultaneous that I thought we had come across old Briareus with his hundred heads who had shaped himself into a congregation of seekers after grace; after the sermon the minister told us there would be a baptism at 12 1/2 o'clock; after the service we repaired to the spot mentioned in church - where the people began to collect and gather in pretty strong numbers I noticed the most were swarming in a short time they began to chant a hymn directly the parson came and waded into the water with his cane much after the manner of those that catch quahogs or of a blind man feeling his way by degrees untill he had attained his desired depth, when he came out and took one of the sisters by the hand and led her off where the water was about three feet deep, he then took her in his arms and gently laid her down, smack under water and when they rose again she had seized him tightly in her arms; if I had been in the parsons place I should have kissed her there and then for she was worth kissing I can assure you; after getting themselves straightened they waded ashore then the second one took a chance the spectators all the time singing, still it was quite a solemn scene although I am such a constituted animal that if there is any ludicrous - as point of view to be taken of a subject I am sure to catch at it and sometimes to make one when there is none

May

2^d

In the afternoon we hired an old white horse with a chaise and rode out to the captain's house after inquiring of every one we saw we were lucky enough to find it there we took tea and afterwards rode in to the village and went aboard. Quite early in the morning the captain's wife was got onboard with the usual quota of handboxes and bundles and was stowed away in the after cabin - she was a fine looking woman about 5 feet 7 inches in height with a light transparent complexion dark hair and eyes and well proportioned and made a very nice figure. I soon learned that she was a member of some church she said but very little in fact upon any subject - Got under way and ran down the sound and came to

3^d

an anchor in Holmes hole in the night. At 5 o'clock A.M. weighed anchor and stood out of the harbour passed the Elizabeth islands and Block Island with a smart breeze and came again to anchor in New London which is a pretty little place for the build of it which is in the old fashion style of the days when the states were colonies that fashion is for every man to build his house facing any way but to the streets which run every way but the regular one New London is on the west side of the harbour - On the opposite side is a monument in memory of those that fell in defence of the fort above which it stands it is about 120 feet high built of granite and has a very nice appearance seen from the harbour - - in the morning came out and ran along through the sound and through Hell gate going through this place

4th

May

I think some of the finest scenery is to be seen that can be found any where along the coast rocks, trees, and earth all mingled together in "sweet confusion" with country seats, farm houses, cottages and taverns, islands, bays, coves, points and swift, running, gurgling, foaming, whirling, roaring, sparkling waters and the distant hum of the noisy city we are through the gate and can see Blackwells island with the insane hospital on the lower end and the penitentiary in the middle still running along we see Brooklyn ^{and the} heights and the other shore New York with its hundreds of masts and steeples and a thousand different hues and colours and ten thousand strange noises -- We anchored off the navy yard at Brooklyn the vessel being loaded with government cordage - hauled her in that

5th night -- The next day Charley and I went over to York to see the folks and staid till

6th night -- On the morning of the 6th after a deal of trouble we hauled her out into the stream and after breakfast got under way and started up river but it struck calm and we anchored abreast the palisades; which are high, precipitous rocks that form the west bank of the river they are from 1 to 300 feet above the level of the river and extend for 30 or 40 miles along its margin - running up the

7th river with a fair wind and at night passed a lighthouse located on a high rocky point of land and continued running all night passed through the Highlands

8th and had a fine view of the river and savage scenery around and near West Point the place that Arnold was to deliver - a up to the then encampment of the country

May

Saw Anthrongs nose and all the other naturals
passed the city of New Burg which is on
the east bank of the river and makes
a fine appearance from sea board
being on an inclined plane sloping grad-
ually from the hills in the distance
to the river in the fore-ground it appeared
to be well laid out and compactly built.
We passed a number of small places and
at length came to Longkeepsie, I had
been in hopes that we would stop, but
the wind was too favourable to be lost
so the old vessel boomed by it at the
rate of snails. Still I saw enough of it
to remind me of my younger days when
I had played in the woods and streams
that surrounded it but nothing looked
as it used to even the land on the opposite
side of the river did not look so high nor
black neither did the river appear so wide
as in the days when I shopped my brother
adrift in a boat without paddle or oar
because he would not let me get in.
Some time has elapsed since then; about
18 years^{ago} it was that I was about here
frightening the wits almost out of my
mother by my tricks and scrapes - those
days are gone - never to return -
Kept her running untill she run into
the mud and could not get off then
9th dawned bellows and let her lay untill
morning got under way and went
to Albany passing by Kinderhook and our
mattys place for raising cabbages;
having arrived in the city our first
object was to get a boat bound
west which was soon found and
the captain of the schooner and

1842

May

bid them "good bye", and took our traps
 aboard the canal boat ready for a start
 towards the "great lakes the city I know
 but very little about" for I never went
 off the wharf while there At 10 o'clock
 A. M. made a start and looked through
 one of the locks which operation I
 watched with a deal of curiosity never
 having seen one before - This splendid
 undertaking is a states concern and the last
 summer new locks have been built upon
 some part of it they are of heavy granite
 and cemented with waterlime in the most
 durable manner - after looking through some
 18 or 20 locks we arrived Seneca Falls in the evening
 On the tow path was a great gathering of people
 there being a fight under way between a couple
 of canoers and the cries of "fair play, give them
 room, was heard loudly vociferated by the crowd,
 directly it appeared that they were parted and one
 of them could be heard screaming at the top
 of his voice "let me go, Pandy want to have
 another slap at him", then he would cry again
 "Bill I'll see you again and remember if I do
 I'll have it out" Went on our way noiseless;
 no foaming of waters under the bows, nor whistling
 of winds through the rigging neither was there
 any pitching and rolling and creaking of
 timbers but one steady even motion and no
 sound except the tramp of the horses or an
 occasional whistle from the driver and when
 we came in sight of a lock the blowing of a
 fog horn to awaken the lock tender - Thus
 thought I do the different members of the
 human family go through life. one, like
 unto the roar of many waters creating an
 almost deafening sound and splashing and
 throwing the water of corruption over themselves

Many

And all those around them - While the other goes silently along in one undeviating track slowly but surely like the march of time - his motions can be calculated upon with accuracy and do not swerve from the beaten path of honour and rectitude - unlike the other who is blown about by the winds of public favour and must sometimes do things beneath him to keep himself above board -

The boat had a goodly number of passengers on board when she started and kept picking up some and dropping others until we arrived at Rome which is a notable ^{place} almost equal to the "empress of the world", in point of size having about - 10 houses, two groceries, and a couple of taverns - here our crew mutinied one of the steersman pulled off his jacket for a fight; the captain was called to quell the disturbance when he came their grievances were made known to him and he promised that they should be redressed it was only part of the crew that struck out one steersman the bousman and the two drivers the other steersman the cook (a female) and the captain being the offending party

allowed that he could lick Tom Van Ness in less than two minutes if he would only come on the tow path; but Tom did not ^{come} and the upshot of the business was that the two drivers left the captain telling them that he would not pay them at all; I arrived at Syracuse in due time which is an incorporated city and quite a smart little place here the Oswego canal comes into the Erie and having made our minds up to go to Kingston took our damage out upon the tow-path until a boat should come

Mr

14

15

1842

May

along bound in that direction: Shortly
a scow came up we put our things in her
and made our exit there was about 20 or
30 Irish in the craft besides a goodly lot
of cut stone there was no place to shel-
ter us from the weather which was rat-
her damp and rainy: it is 38 miles from
Syracuse to Oswego: we traveled on the
route until night came on and then
I stopped at Fulton for the night and
Charley went on to take care of the
chest - slept at the tavern and took
breakfast then started on in another
boat found Charley and the things safe
14th in town at the farmers hotel walked
around the place went to see the fort
on the hill at the entrance of the harbour
the harbour is merely the mouth of the
Oswego river with a breakwater built
nearly across the entrance, a light house
in built on the end of it at night
took passage in the steamer express
for Kingston where we arrived very early
15th in the morning went up to Mr Switzer
and took leave - Kingston is the seat of
the Canadian government it is situated
at the head of the bay of Quinte near
where the lake runs into the St Lawrence
where the city is built is very rocky
one of the inhabitants who was building
a house said he should have enough
stone after he got his cellar dug or rather
hasted out to build his house a great
many of the houses are built of stone
a few wooden ones - large barracks
parliament houses now building, consider-
able trade carried on with the Western
States in all kinds of produce

May There is a large fort on the hill opposite
the town and a naval depot - the Government
and keeps about three regiments of troops
stationed here at present I believe since
the rebellion more troops are kept here than
before - On speaking of it to the landlord
one day he observed that the same spirit of
dissatisfaction still existed among the habitués
and he doubted there would be another at
break before long. I was very much dis-
satisfied while stopping there looking for
a vessel and could get none - the
people were very kind and obliging to me
and Mr Fuller I shall ever remember
with gratitude and kindly feelings

20th Went aboard of a schooner (whose name
I have forgotten likewise the captain
for which I feel rather sorry) there
I asked to work my passage across
to Oswego having gained permission
and learned that she would sail in
the evening I took my traps aboard
shifted my clothes and helped them
finish discharging. bid Charley good
bye who showed a considerable feeling
upon the occasion although he said
but very little; the vessel did not get
off that evening but the following

21st Day we made a "bold rush", and got
her out. Weather was foggy and easy
and light winds we did not get across
22nd until x at night hauled in and all
hands went up and left me ship
keeper one little circumstance I
nearly forgot to mention. It was
the sugar and butter and coffee
were all used up about four meals
before we got in one of the chaps

1842

May

said in my hearing he wished we would
 get in soon for he was half starved
 there was plenty of meat, hard bread,
 and water, aboard immediately on getting
 in the captain went and brought a
 couple loaves of bread and a plate of
 butter and gave us an invitation to
 eat, which we were not slow in
 accepting; worked all day aboard and the
 next took my chest and hammock
 on to a canal boat hauled over the
 other side of the river where the famed
 Oswego Mills are they are very large
 structures built of stone and the mac-
 hinery is turned by the waste water
 from the canal toward evening hauled
 into the first lock and it commenced
 raining so hard that the boatmen
 would not go on when the rain ceased
 put the horses too driver cracked his
 whip, straightened the line and
 began to move east the highest
 level on the canal between here and
 Albany is at Syracuse; consequently
 we lock up as far as the latter place
 and from thence down to Albany —
 The Oswego canal is dug right alongside
 the river and partly in the river where
 there is no rapids, rifts, nor mill dams to
 obstruct the passage. Some fine mill
 sites are on this river. fine farms,
 and the face of the country in general
 makes a nice appearance. Towed to
 Syracuse stopped a couple of hours but
 could not get a chance to weigh the
 boat then we struck her to the
 eastward without compass or chart
 steering by a goose quill in the night

May

I was the only passenger untill the boat arrived at Rome where an old quaker lady and her daughter came aboard. I did not learn their names - But the mother was very sociable and talkative and had read a considerable amount of liberal minded the daughter said by & little -

the canal runs along the bank of the Mohawk river for a considerable distance along on the banks are the famed German or Mohawk flats where some of the most beautiful in the state are located the canal crosses the river I believe twice the lower aqueduct is a stupendous work it is built of stone near half a mile in length and above 200 feet above the bed of the river -

The canal had been drained near Cohoes falls thereby rendering it impossible for us to proceed for 3 or 4 hours. I embraced the opportunity to have a look at the falls - After going by a circuitous route we arrived at the bank of the river where it was about 100 feet above the bed there right on the brink of the precipice where a small cascade leaps from the top down to the rocks below in an unbroken stream a rude bridge of two planks crossed it we stationed ourselves it being a point to view the falls from - there came the Mohawk in the pride of its strength sweeping, roaring and foaming down a broken precipice of some 60 feet high After having satisfied ourselves with looking at it from there we found a path to the bottom to which we descended by holding on to the trees and bushes when we arrived there What a sight the high black bank on the opposite

May

Contrasting strongly with the white, frothy waters of the river as they run down by them - the trees and rocks jumbled together over our heads all combined to make it worth any ones while to have a look at it.

After a while I proposed to climb the bank in the steepest place which I accomplished hauling the boy after me where he could not climb himself -

28th Arrived in Troy had the cargo and boat weighed and shored her across the Hudson

29th the next day took my things out and went aboard a steamer bound for Albany where we went alongside the

30th boat for New York where we arrived the following morning at daylight

Went to John McLean's to board -

June 5th Shipped in a schooner by the run to go to Mystic started in the morning and anchored off the mouth of the river at midnight got into the river the next day all hands went ashore but Jim and I we drank all the capt's wine upon the strength of it - the pilot came off the next morning and we worked her up to town which is a little village of scattered houses we took our bundles under our arms and took the road for it to Stonington where we arrived in time to take the boat for home.

8th At daylight or a little after found us on the march from North to East river - we were welcomed after our long voyage with every demonstration of joy

June

Stayed ashore a couple of weeks, - hard time, - and rather short of the possible wages were low. which caused my stay more than anything else -

17th The Day before went down to the office and saw a captain and agreed to go in a brig up the straits -

He told us we should have good living and good usage how far we got it the sequel will show - But if ever I go with another man that makes such a promise, then leave me for a liar, shoved her out into the stream run foul of a vessel and carried away the fore top gallant yard, put up another and all was right

27th
1842

July
18th

We got under way and went out of the port and had quite a pleasant passage as for weather, untill we got to the western islands where we were becalmed two or three days and afterwards went along quite brisk untill we anchored in Algeziras bay within a few hundred yards of the renowned fortress of Gibraltar - stayed there three days landing tea and tobacco - it is a free port and the anchorage fees very small - the rock has a very imposing appearance seen from the west side of the bay; it was just at daylight that we went in which gave the place a dark look with a very little imagination it appeared like a huge lion sleeping upon his guard - the north part is entirely perpendicular to the extreme height the west side at the water's edge is all walled round the south side is perforated with numerous portholes cut in the solid rock it is said to be able to contain 10,000 men

August

1842

and that the english government keep seven years provisions for that number of men on hand continually — After having done the business we went to Malaga to discharge our stores and were kept in quarantine untill discharged which was done by lighters and then towed ashore by the spaniards and we threw the stores in the water from whence they were taken and piled on the beach — none of the crew being allowed to land, in about 6 days they were all out and we hauled into the moorings and got an anchor out ahead and astern after a considerable ^{time} between the mate and pilot — We then commenced fitting the vessel and had nothing to do it with we overhauled every block and put every seering on a fresh while we laid there and took in a cargo of raisins and grapes and went into the outer roads and anchored: in the night the captain came off in a burn boat, and did not pay the man for his trouble but promised to do so in the morning; knowing very well that he would be away then and the man might go whistle for his fare — that is what I call the lowest kind of meanness he was the meanest man that I ever had any dealings with. curse him, before we got to Gibraltar he put his mate off duty because the fore sheet got foul in 3 days after leaving Malaga arrived in Gibraltar and anchored near Algeciras because the port charges were less the next day got under way and beat along untill night and then anchored off the rock next morning the captain went ashore and stopped the day

October

October

September

The villainous rascal that is captain is the meanest
 wretch and uses the most vile and profane language
 that I ever heard his oaths are too horrid to rehearse
 and his lowness too low to recount — He has been
 heard to say that in taking the Spanish boy
 „ aboard he had done one good turn and the only
 „ one he had ever done in his life and if he was
 „ caught doing another he might be told of it
 This was interlarded with oaths and blasphemies,
 common oaths are nothing with him he appears
 to study and rack his brain to form new and
 horrible expressions — I have heard him stand
 on the quarter deck and curse the Almighty
 Power because the wind was a head; he has
 neither animal nor moral courage, one night
 in a squall he was greatly frightened; so badly
 that he could not do his duty in the station
 that he fills — — — But just to think of
 a man's never doing but one good action in
 his life and then expressing sorrow and regret
 at that what narrow and selfish views he
 must have: how little benevolence or generosity
 in his composition; how much humanity and
 morality must be natural to such a creature
 what feelings he must have toward his fellow
 beings to be always at enmity with those that
 are subordinate to him: those that are what
 I suppose he calls superior are such as have
 money; I think it very little he cares for
 principles — I say to such as these he bows
 and cringes with the meanness of a dog and
 would kiss the hand that the ^{rod} were it
 well stuffed with dollars — But let him
 go and go with him the deepest and blackest
 malediction that ever attended any
 human being — and in the ^{ward} of the gifted
 poet. May the grass wither from his feet!
 the woods deny him shelter! earth a home!

Nov

Dec
20

23

18
Jan
17
19

October

1842

the dust a grave! the sun his light! and heaven
her God.

On the passage home there was nothing but beating
the youngsters and hard usage for the rest of us
we were kept very short of provisions because
he had none aboard and after a very boisterous
passage we arrived in New York, and I was
glad enough, after the vessel was made fast
the mate told us to come down and discharge
the cargo the next morning so as to be on
the right side of the law a thing that is
never asked of a crew from a foreign voyage
But in Messrs Hurlbert and Co's employ we did
not go and he would not pay us untill the
expiration of ten days and then kept 3 dollars
from us. Some of the tried to get redress for this
grievance and others satisfaction for wrongs
reivind but they had not the means to the
length of the law - so they had even to sit down
and chew the end of revenge -

Nov

After this cruise I stopped ashore some 2 or 3
weeks amusing myself in various ways till
it was time to be off again. when I made
a start for Mobile in the brig Kellingsly
Five men went aboard and we hauled out into the
stream - the wind being ahead caused us to lay
there three days; after which time we got under
way and went out with a spratking breeze
from the north-west we had quite a long passage
and the captain and mate did not agree very well
the old man, run her so far to the eastward that
it took us three days to make the hole in the
wall after being in the latitude of it

23rd

1843

January

17th

19th

but we did make it and in a few days after
crossing the banks we went into Mobile
bay and in two days after we arrived in
to the docks at the city where we soon
commenced and finished discharging

1843

February

We then commenced loading which took about a week. But I did not work at it much because I was fitting the sails - I saw Shepard a Coffin ^{here} ~~while~~ and some of my acquaintances - Being ready and having waited two or three days for the wind we at last made a start 16th one day and went as far as Sage river bar where she was run into the mud and then ~~we~~ began heaving which lasted two days when 18th she went over and we came to an anchor the next day we beat down the bay and on 20th the came out by the light house on sand island and stuck her away for the tortugas and after five or 6 days more the "old man" found himself in among the land and we had to run back again - 26th Spoke the schooner of New York from Apalachicola bound ^{for} (I forgot where) nor I don't care) that's rhyme, by Gove! which makes the words of Gladys West true. in saying, "out of the fullness of the heart the mouth speaketh," - After getting by the March tortugas we had fine weather untill the 7th when it began to look squally and we sent down the topgallant yards and let them remain down 12th About this time we made the land of Barnegat and were going to run for Sandy Hook, But the wind freshened from the south-east with fog in the middle watch that night it blew tremendously so that we took in the main top sail and laid too under the try sail and had some talk of throwing the Deckload overboard - What a lazy, dilatory, procrastinating person I am to be so far behind as I am at present with this journal log or what - ever it can with propriety be called, it is now the 29th May 1844

1842

- March We had rather a hard bout of it for 15 or 20 days cold and rain, snow and sheet wind and bad weather -
- 27th Got a fair wind and the captain was afraid to run her in not having got over his fright that he had some days ago
- 31st We fairly drifted in at last and took a pilot and I think the old man, was as well pleased as if he were going to be married after getting through the narrows a steamboat made fast to us and with considerable hantling and bargaining agreed to take us along side of the wharf where we arrived near night and made fast and then went to the boarding house - Staid ashore 6 days and then shipped on board the brig Acton Capt. Lamler and left the city for New London
- April 6th Arrived there and anchored opposite the town
- 7th and the next day went up the Thames 3 or 4 miles and anchored at Lewis's farm and commenced taking in bales of hay
- 13th Finished loading and the captain came aboard having been home and the next day - the
- 14th dropped down opposite the docks where we laid with the exception of trying to get out twice or three times untill the
- 20th We went out in the fog and got on by the land and at night spoke the brig Malaga from Sierra Leon -
- 23rd had a fair wind untill this night when it became suddenly calm with a very heavy swell which caused the vessel to roll and pitch terribly - shortly after that the wind began to howl in gusts through the rigging the rain to fall (not the soft poetical showers of April) but the big drops that sailor men have a constitutional dislike to the pitchy darkness of the night - the rolling and roaring of the thunder - the sharp, quick, brilliant

May

flashes of lightning all contributed to make
the night hideous, and I thought father
Millers last day had come in the night I
but after a while the weather cleared up
and we had a fine run untill about the
27th and then took a head wind braced up sharp
28th until the next day the caught a fair wind
and set steezy sails and drove her till we were
30th brought up again by another head wind
So it is plainly shown that it is not
always fair wind and clear weather with
we gentlemen of the Deep who have as
many troubles and trials, straight marks
and crosses as any other ships on this terrest-
-ial sphere but they are generally circum-
-stances that we can neither obviate nor
control so we must even be contented
and take things as they come and thank
fortune it is no worse with us

May
1st

Crossing the banks towards night spoke
the ship Siberia of Plymouth from Greenock
bound to Matanzas

3rd

Having had fine weather for these last days
we caught another squall in the night
which are nearly all alike in general
and sometimes very unlike in particulars

7th

Took a pilot for Mobile and went in
the bay which is 30 miles long - the shipping
lay three miles North West of the point and
north of Dauphin island in the season which
is from September untill May there is from 50 to
100 ships of all nations and classes lying there
There is another anchorage 9 miles from the
city where small ships and brigs lay - it is
called Dog river bar -

8th

Arrived at the city and made fast to the
wharf at night

11th Commenced unloading and in two days had her discharged - Westworth after commenced taking in cotton and in about ten days had her loaded six passengers came aboard - four took possession of the long boat and the booby hatch was appropriated to a man and his wife -

28th Left the wharf and proceeded as far as Choctaw point when it became calm and we let the anchor go and laid there a couple of days - then

29th got under way and beat down and the next

30th day came out of the bay - in three days

June 1st were off the tortugas which was a very good run

for the season - it is mostly calms and easterly

winds ten days afterwards took a pilot and

10th made Cape Henlopen bound to Philadelphia

in 11½ hours after leaving the cape we anchored

at the Lazzaretto having made the old craft fly

up the bay and sprung the fore top mast

so that it was unfit for further use -

11th Early the next morning made sail and went

to town - hauled in - and the next day

12th began unloading - worked away and cracked jokes

as usual - for these sea animals do crack their

jokes without paying much attention to time

place or presence, and seldom pick their words

in expressing themselves I mean among them-

selves; But to their officers there is as much

respect and deference paid (as is understood

that those officers must have the name of

being good men) than as is their due -

working all day hard and going up town in

the evening to see the folks - here I saw

my old ship mate Jack Grieve - Jack

once paid me the greatest compliment that

ever I received - and he was a fine fellow

but rather obstinate and positive in his

opinions - he and I passed some pleasant

hours together in Philadelphia.

June

20th Got her discharged and a new fore top mast sent up then took a pilot and went three miles up the river with the intention of taking in coals for Boston; But the owner saw fit

21st to buy a load of hay in New London and send it round in Schooners so the next day we went down to the city again and the

22nd following day all hands and the cook quitted home of fancied the idea of leaving and I regretted it very much myself. But she was going to have new officers and bound for New Orleans. Where I can assure the good people that the mosquitoes are very annoying in the summer season and they never did agree with me. Took board at the sailors lone corner of front and union streets now kept by W^m Hammond —

When I am ashore in such places I pass the most of my time in reading and occasionally go to the theatre — While here I passed the academy of arts and went in after coming back paid my two boys and purchased a catalogue of an old woman and turned to the room where it directed first I stepped up one of the steps of which there was two and raised my eyes from the catalogue which I was looking at and they fell upon an immense painting and I came very near crying out with an undefinable feeling or rather feelings that I had never felt before and can hardly account for it now — my teeth chattered and knees knocked together and I trembled with nervous twitchings and had eyes for only one object and that was the principal figure in the picture which was a dark swarthy man wearing a coronet with such an expression of hatred, malice and revenge depicted on his countenance as I had never before witnessed he was mounted on a white steed and held in his hands lightnings which he appeared to be

July

1843

hurled down upon those that were before
and around him — as soon as I could
collect my senses I looked around to see if I
had been seen by any one in my agitation
and I was glad I was not I then stepped
up and examined the picture more minutely
it was West's picture of the opening of the
seventh seal — I do not mean this
as a description of the piece because it is too
mighty a subject to be described on paper
if I were capable of it the only description
of it that I have seen is that which it
is taken from — in the Revelation of St. John
Afterwards looked at the other paintings —
statues and busts of which there is great
many by different masters both ancient
and modern — When it began to grow
dark and I began to grow hungry I
went home very well pleased with my
afternoon's ramble —

I passed the fourth in a manner which suited
myself I turned out in the morning and eat my
breakfast walked around the house and read the papers
and smoked until dinner time took dinner and then
had a sleep, in the afternoon took a ride through
the streets in a carman's wagon with 3 or 4 other
chaps — I cannot say that this ^{was} a very patri-
otic way of doing honour to the Day; Yet it is
a great deal better than some have of doing these
things — There was great doings in the
city such a firing cannon and musquetry
martial music, processions, drinking
speechifying, fireworks and a thousand other
things which I have neither room nor
inclination to write at present; Although
I suppose it went off the same as fifty or
sixty have heretofore

July

- Was off from Wexford in James Hood's - Malagaire ship.
After running about a considerable looking for a
vessel at last one was found and then entered for
a voyage to the West Indies as second Dickey on board
the Andrew Ring Capt Mark Thurlow went
17th aboard and hauled out into the stream at night
Next morning proceeded on our way down the bay
and after various manoeuvres in the sailing line
20th we passed Cape Henlopen and had various kinds
of weather and winds and worked at different jobs
August as the aforesaid weather would permit
2^d Made the land which proved to be the east Cayes
4th With a fine breeze we run down the passage and
6th in two days made the island of Paparica and run
along the coast towards our point of destination
saw the blue mountains, and hills and vallies and
trees, houses, and boats and a lot of other things
7th Took a negro pilot and ran in between the reefs
(which partly form the harbour) and then in to the
mid (that forms the bottom thereof) where we remained
fast anchored without an anchor. Falmouth
8th Broke bulk and commenced loading our longboat
after which we hauled her ashore by a line from
the vessel to the jetty or wharf where the crew
discharged her then hauled her back again for
another load which was continued untill we
had what all that was to go ashore out
13th Hauled off the mud and came to anchor
17th Came out and ran along the coast to the westward
for a couple of days and then had calms off
19th the east end of the island - Which was once the
resort of a famed band of pirates who have been rooted
out by the exertions of the maritime power of
21st nations. spoke a brig that left port Royal the
night before and asked "how the times were,"
We were four days beating from the end of the
23rd island to port Royal and at night came to an
anchor in the harbour

24th

The next day went up to the city and at night hauled in to the wharf - In a couple of days were discharged by the help of a half a dozen negroes who were paid with one biscuit per day times are so hard and the negroes so lazy that they will not work untill forced to it by hunger and then only enough to keep from starving I think they are the most abject set of wretches that I have seen I mean the labouring classes and those that are a grade or two above them are not much better - It is the boast of the English that they own no slaves yet the condition of the negroes is worse than when they were in bondage they then ^{had} masters whose interest it was to look to the health and welfare of his people whereas the pay that they now receive as has been proved is only barely sufficient to support them in health then every member of the family must work in the field or somewhere else to contribute to the support of the whole But if one is sick what becomes of him God only knows I don't The pay for a man is 18 English pence per day out of that he has every thing to buy his rent to pay and all the necessary articles of life to find out of the small pittance - England holds no slaves but look at her manufacturing districts at home her possessions in the east that have been overrun by their legions and for what? surely it was not for bettering the people nor the country (which they could not) nor giving them a better religion or wiser laws if it was they have made but little progress in the former and enough every one knows in the latter but are they wiser than their own is the question are the people better under the government of the English are they wiser for coming in contact with them

August

No it was not for either of these that their ships and soldiers were sent to the east but for an avaricious desire of power and wealth which has caused them to enslave millions of human beings if it can be called slavery to wrest from their power their country and force new laws upon them and introduce a new religion among them that is not slavery! Oh I suppose it takes some more dignified name than the one that belongs to those that have a particular master to care for them — Then again look at Ireland's taxes and tithes and laws — Why does the government keep so many troops stationed in their boasted land of freedom their colonies and possessions is it not to keep in check the bold spirits of the times is it not to enforce the laws that are not congenial to those which they govern and to keep down that spirit of freedom and liberty which belongs to every man as his birthright and which has been usurped under the name of conquest and annexation and by some such claim they take upon themselves God's prerogative and dictate laws and religions to them and to sustain those laws keep an armed force quartered upon them. it is considerably like a persons making a whip for another to scourge him with — but enough of this at present —

26th About 11 o'clock a fire broke out and got head upon itself and at night it was raging with great violence it was a grand sight to see a whole square of those wooden buildings in a blaze and as the wind breezed and lulled glowing and darkling drawing into itself and then throwing its long spires of flame high in the air — while the roaring, hissing crackling crashing and screaming made a mixture of sounds that were terrific — in indeed the negroes barely attempted to stop the progress of it sitting down upon some piece of furniture with all the appearance of the

1843

september

philosophical indifference^h stoves it burned two days and then went out of itself —

28th about one third of the city was burned Having a clean hole and wanting ballast we went across the harbour to the ballast ground and commenced taking in sand which is brought in baskets upon the heads of men and women — While we were there a Jewish funeral took place near where we were digging ballast — The person had been shot in the neck by the ball of a nine pound field piece with they had attempted to knock the houses down —

30th Went down to port Royal and anchored to take the land breeze in the morning which we did and went out and commenced beating to windward but did not make much therefore kept her before it and in two days were off the west end of the island —

7th We were off the Isle of Pines which is to the southward of Cuba and to the north and westward of Jamaica —

A passage by is so dull that it is hardly worth while to note any thing down concerning ours any more than to say we had weather and wind

24th all the way — Made land and run for Romans land two or three hours before the old man found it out we then ran too in by gay head with a fair wind and anchored in the hole at night

28th Laid there four days and then went out with a fair wind went out ship channel and so far none not my home but that of others

29th Made Mount Desert rock and passed it in the night and the next day went into little Quoddy harbour where the Captains family lived he and the mate went ashore — at night the bay was all lit up with the fires of the herring catchers and enlivened by their songs while sitting

October

- their nets the herring fishery is carried on to a great extent in these waters
- 1st Left the harbour for Lubec beat all day and at night came to anchor abreast the wharves there — The tides rise 18 or 20 feet here and we had to lay until it was high tide before we could haul alongside of the wharf where the vessel lays entirely dry at low water
- 3rd Got what little money was coming to me and took passage in a schooner bound to New York
- 4th Left Lubec and went into a small harbour to complete our cargo of herring and other fish having done that came out and came across the shoals one dark stormy night and into the sound and lost our way in the fog; after running about and leaving our mark on less than half the shoals there, at last got into Holmes hole and anchored, Oh! wasn't it blowing and raining Oh! what a
- 9th Went out at night and anchored in the cove
- 12th came out in the night and run for New York where we arrived in good health and condition
- Went ashore and see the folks and some acquaintances and passed some pleasant evenings. in the morning left for Philadelphia where I arrived in the afternoon without accident and went home, where the folks were all well stayed there a week and worked enough to pay my board and then shipped in the schooner *Exeter* as mate went aboard
- 22nd and left our anchorage in the stream
- 24th Passed Greenland and came near getting on the shoals and in two or three days went in by Montauk point and commenced beating up for New London which we accomplished in fourteen hours in a northeast rain storm

October

The next day came out with the wind to the north and westward and ran along by the island and watch hill and the wind struck out to the north and eastward and then commenced beating in for Newport beat all night and split the flying jib and after 16 hours incessant toil in a cold drizzling rain anchored just above the fort on Sunday morning all hands took a sleep and in the afternoon mended the flying jib by way of resting ourselves — — — A pilot boat came in and asked if we wanted a pilot and after a great deal of haggling he agreed to take us round to Boston for 20¢ we were under way when he came aboard and I shortly found that he was no great shakes of a pilot he began talking about the weather and making a harbour for the night and at length persuaded the captain to go into Thomas hole from which I judged that he did not know the way across the shoals in the night — — — Next morning the capt grew too impatient to wait longer for the pilot who was ashore at the time commenced getting under way which caused the pilot to make his appearance with "quickness and dispatch" Got on board and running down round with a fair wind there were a number of vessels beating up and one fellow became greatly vexed because we ran across his fore foot and swore violently about the matter which we helped not a little by laughing at him. Late in the afternoon we crossed the shoals the pilot all the time setting the light houses taking bearings and kept the lead going

November
1st

Came around the cape about 9 o'clock with the sails reefed down and a fair wind and ran through a whole fleet of fishermen at anchor each with a small lantern hoisted in the rigging some of them almost imperceptible in the distance - others nearer; their dark forms just emerging from the sombre perspective which the eye could only be guided by the tiny signal of caution. While those which we passed closer to stood out in bold relief in the horizon of a clear night - After passing the vessels the pilot gave me the course and went below to take a nap - before daylight he came on deck and hove her too until morning which came in very thick and we found ourselves down off Litchate - called all hands to make sail and bore up through the fog for Boston light when near enough to discern the mouth of the harbour the pilot knew it not and asked one of the men if he was acquainted with the harbour and being answered in the affirmative he inquired if that was it and so he found "the road to Boston" When we were within a hundred yards of the rocks and by his orders were steering right for them. He cried buff, buff, the captain hearing him countermanded the order by telling the man to at the wheel to keep her away he then called the pilot and told him if he could not take the vessel up to town he would which rather buffed the pilot and he said he could - he then mounted the mainmast commenced hawling and continued it without intermission until the anchor was down near Charleston bridge

1843

November

- The next day hauled through the bridge and into the wharf just at night - the crew went ashore to get some thing to eat as they said, and promised to be back when the tide served to haul the vessel into the slip but they did not come and I hauled her in with the help of the cook - in the morning began discharging the coals and in five days went out 8th through the bridge to a wharf and took in some ships stuff and rigging and then went out - but the wind headed us which caused 9th us to come back and anchor in the roads. In the morning took anchor - went through Broad sound and before night anchored in Cape Ann - not much of the town of Gloucester can be seen from the outer harbour which is a safe anchorage in westerly blows. - 10th Early in the day came out and stood along and the "old man" thought it best to go into Hogg island roads. Portland around are to be seen romantic scenery and beautiful views agreeable prospects of earth, sky and sea in numberless pleasing combinations. laid there 12th one day wind bound and then got under way and in going out saw a schooner brought up suddenly by her anchor pulling from the bow and running the whole chain out before she stopped - such shouting and belting go of haliards as I never happened to hear aboard of one schooner before. After getting out clear we ran along the shore among numerous islands which were still beautiful; Although the vegetation was in the sear and yellow leaf and the cold northern blasts had swept their blighting breath across the fair face of nature and its deep and baleful influence was conspicuously marked on their ragged forms.

November

Passed Leguin and the mouth of the Kenyebec
and about 12 o'clock entered the mouth of the
of the St George the wind had freshened since
morning and now blew half a gale of wind
and the "old man" insisted to reef her down;
But was open to persuasion and was actually
persuaded against his will not to reef —
We shoved her up the river and when passing
the falls or rounding a point the wind
would come sweeping down upon us and
make everything crack again at 2 P.M.
came to an anchor just above the monument
at Thomaston and then hauled alongside the
13th ship Charlemagne whose anchors and chains we
had — the next morning the cook left
I may as well say a word for him here
as anywhere — now for it he was a tall
young, black, knobby headed, stupid, negro,
and knew no more about cooking than a
horse in a manner of speaking — dirty
Oh Havens! I will put him against any
other negro of his size, weight and figure
for nastiness the captain went to the
galley one day and hauled out a pan and asked
him what he called the contents "shoss"
answered, mister Dabky looking sideways
at the pan slap and a dash like a bucket
of water being thrown on deck and I looked
at the darky — his cap was off and he was
literally made white with the slush
potatoes and pork that was in the pan
I thought I should have split myself
laughing at the figure he presented
to view, there he stood half bent scraping
his head and face with both hands
growling and grumbling and at every
hand full slapping it vehemently down
on the deck cursing at every mess that

November

be thrown down; He once made what he called tea cakes, and when I went down, I saw the captain pelting him out of the cabin with them. --- Oh! Lord! What hard things they were - slap, crack came another, with a force that would have knocked an ox's eye out; the darky ran on deck with his hands and his head ringing out like blazes, as if his head was entirely broken - I tried to eat one of them; But when I had cut it in halves it looked so blue and clammy, and the outside was so hard that I was really afraid to attack it; not for want of crasticators - neither was it that I have a weak stomach; Yet I have not digestive organs of the same power and capacity of an ostrich, or some other animal of equal gastronomic experience whose powers only could have overcome such, hard, tough, stubborn, solid eatables which made me think of brick bats, ballast stones and various other substances not mentioned ⁱⁿ any list of the articles edible. ---

Having now discharged the cook and the boy that worked his passage had left the captain told us to come up to ^{the} house and eat. At breakfast time we went up - the women folks having finished their preparations the captain the old woman, myself the two men and a couple of children mustered around the table, and stood at the backs of our chairs untill the old man had mumbled over the grace, of which amen was the only audible part; all hands then sat down and commenced operations: having got well along and going the knife and fork business in good style - there was a call for Lucy to come to breakfast

November

Lucy came in the shape of a stout, decently
good looking girl; I merely caught a glimpse
of her countenance as she passed behind me
to take her seat beside me - I glanced at her
once and only once and that once was enough
Oh! scissors! such eyes - such a pair of eyes -
such horrible, dreadful, bad, black squinting
eyes, as my crooked ones never beheld neither
do I wish to again - and then to be seated
close alongside of her - only think - the pair
of us sitting close together each of us with eyes
that could look all round the room and nearly
behind ourselves wedged closely cheek by jaw her
elbow sometimes striking me in the ribs, and
mine sometimes hitting her arm making her
knife jump and shake similar ^{to a} swordsman
bringing his weapon to the present -
every time that she touched me it sent such a

thrill not through my heart But through
my body as made me twitch and jerk all over.
I did not eat much breakfast But sat there
and sweat and played eat till the rest
were done, when all hands rose, and I
grabbed my cap - almost ran out of
doors into the cold november air where I
soon got cool and never thought much
about the matter untill now - Still
Lucy never eat at the table with me again.
Once in St Domingo, saw a boy so thundering
ugly that I was fairly ashamed to look at
him -

I do not like to see a person with squint eyes;
whenever I do it makes me feel very disagreeable
and I generally leave them as quick as I
conveniently can - - I do not remember of
being acquainted with but one person
so affected - him I found to be one of the
finest fellows that I know.

November

One evening when coming down aboard I saw on the opposite of the road something under the shadow of the fence which stirred I thought it might be some person that wanted assistance; I crossed over - walked close up to the appearance and found them to be three girls each with an armfull of wood in her lap and she squatted down by the fence; I asked, what they were doing there? But received no answer, they thereupon gathered themselves up rose and departed up the street and vanished in the darkness - I saw them once again each with her load - and I thought upon the squirrels, and went moralizing on my silent way. - - -

The town of Thomaston is built in the good old style of one principal street. - - every man places his domicile on any part of his land that best suits his taste and puts the front which way he pleases such being the case, the consequence is, - the houses are scattered all over the hills and vallies for four or five in extent -

The state prison is here - it has five or six churches and the people are generally moral and religious. General Knox of revolutionary memory had an estate and lived and died here - on the lower part of the lands his remains lie in a tomb that overlooks the water - on it is a small monument the names of all his family - But the one that is now living on the property. - - - The tomb is surrounded by a neat white wooden paling and a goodly number of trees are growing around it, - from a small distance it has a very agreeable appearance. Here I saw the process of burning lime - It is generally done in this way - The kilns are built on the side of a hill in a square or circular form - of the capacity of 50 to 200 barrels walked up with stones and cement the stones is then put in (the colour of them are greyish blue) at the bottom is built an arch for the reception of the wood

November

After the arches are built: the stones are carefully laid in and particular attention paid to the ventilation when the kiln is filled; a fire is then built in the arches, and kept up for three or four days and nights, in which time it becomes sufficiently burnt to cool off which takes about forty eight hours.

23^d

It is then put in barrels and sent to market.

After breakfast the captain asked me "what wages I expected to have for the winter?" the same as I have had answered I. Oh! he could not afford to give no how in the world - I told him then he better pay me off and I would go to Boston after some little talking one days pay which he did not want to pay me although he knew it was my due he paid me - and I immediately took my things out and put them on board a small schooner bound to Boston -

Left the wharf and went down the river anchored and some of the chaps went ashore claming I employed myself in making a new jib for captain Charley out of an old one and the best was he was much pleased with it -

Came back again to the wharf and capt Jamerson came and asked me to go with him? took my dunnage aboard of his vessel - we took a week in loading being obliged to fetch all the barrels in a gundlow from a creek about the distance of a mile -

December

ran down the river and laid nearly two days abreast of St. George which is a little scattering village on the left bank of the river -

3^d

In the morning made sail and ran out of the river at night went into Portsmouth which is a neat place and has a splendid harbour - a navy yard is here - quite a large number of vessels belonging to the port - after laying here two days came out

5th

in the evening of a bitter cold night - had a spanking breeze and plenty of hot coffee and in the morning ran ashore in Boston harbour

1843

December

- When the tide rose she came off and we went up to town hauled in to Russia wharf and I went to the Mariners House to board — — — next morning went down to the vessel through the snow which was two feet deep and took my chest, bag and hammock up to the house. One morning while reading the paper I happened to see an advertisement about the New Bedford and Boston railroad that put me upon thinking about home — — — — — My bump of inhabitiveness became so excited that nothing would serve it but my complying with its
- 9th desires — — — made myself ready and visited the shore of my nativity — and had the pleasure of seeing those which I love — my coming was unexpected and I intended my stay should be short. But but being of rather a soft nature I allowed myself to be persuaded to stop longer than I at first meant to — Bidding the folks good bye and kissing the young one I jumped into a horse cart and so left them after an agreeable visit of 9.
- 15th days and the same night arrived in Boston in good condition rather cold and hungry. — — — Three days afterwards shipped in the brig Hokanook of Providence bound to Mobile, — — — I had strong hopes of keeping Christmas on the land this time because I have not had one in a number of years — — But the wind came fair, and the shipping master came for us, and we had to go on board,
- 25th Took our chests down and hauled the vessel to the end of the wharf — — made a start, proceeded as far as Nantasket roads and came to anchor cold, snow, and sleet in abundance — — —
- 29th Took our anchor and went out to sea and before night were going like a four horse team under short sail — — in the course of three or four days ran into warm weather — — then commenced sailmaking to greatest possible extent and with the utmost degree of quickness imaginable, — she was a regular old hook —

January
3rd

1844

Times began to be rather sharp and business to go on in the greatest state of perfection. We had a second mate that did not know many blue beads made five - Yet he had more to say than he ought and made himself very conspicuous - he drove round as if he was going to drive all hands overboard - - - The mate was one of those "bullocking" chaps that think seamen are no better than dogs therefore he roared round at a great rate - they both together got going so fast, that it caused one man to go sick and turning fine weather with studding sails set -

9th Nothing material happened until this morning when Mr second Dickey thought he would have a bit of a stinky with me the captain and mate came up and we had a regular jaw But Mr Dickey was ever afterwards afraid of me -

12th Made the hole in the wall and passed the Berry islands which are four or five in number inhabited by blacks and live principally by fishing one or two of the boats boarded us with fish and shells for sale which they bargained for - But two men were then off duty either sick or pretending to be so the captain and mate had two or three growls with them But that did not make them turn too

13th At night the weather became calm - - cleaved up the sails and came to anchor -

14th In the morning took our anchor with a light breeze and stood across the banks -

20th Made land to the eastward of mobile light shortly it came on to rain and we had a bit of a whirling with it which rocked the old brig about some and caused the sails quite heavily But did no damage excepting the throwing the old man's mind off its equilibrium into a state of agitation and fear making him look rather whiter than usual

1844

January

21st

About 10 o'clock at night the pilot boat's yawl came alongside - pilot came aboard and asked if we wanted a pilot? Capt told him yes - and he took command. Passed in by the light and ran up the bay with a leading breeze and into the mud on Dog river bar. Before reaching the city vessels have to take two pilots called the Tower and Dog river pilots -

27th

We laid on the bar five days waiting for the water to rise - it rose a few inches and the pilot came onboard again we ran a line out to another vessel and hove till we started then went to the vessel to get the line which had parted and the old brig went off and up to town and we had the pleasure to see a very long pull before us a hard days work got the line were hailed by a bark went alongside a took a man into the boat - saw a lighter coming up cut her off and received a line to tow by and so came up to town at a smart hand gallop - all the sails were to pull the vessel to haul in and make fast the rigging to coil up - afterwards turned in.

28th

Cruised about the city all day and found an old shipmate of mine - he was a portuguese who came aboard at the Western islands when I was in the Young Eagle his name is Leoriano Jose Sosa and proved my firm friend

29th

Before daylight the mate called us out - we not turning out quick enough to suit him he threatened to have us called another morning at 4 o'clock this rather vexed me and being ill I asked the captain to give me a pass to go to the hospital he said he would accordingly after breakfast he gave me one and Peter Ward and myself went to there - where we were received and placed in a large room with about 15 others with all kind of diseases and of all nations -

January

February

Went down to tea in due time and received a pint of rather poor tea in a panikin - went into a room to the table where there was a spoon each and a large pan of ^{bread} in the central part for general use went into the bread and tea with avidity having had no dinner I was very sharkish - this was all the supper we had and all the kind of supper that I had while there - - - Next morning again adjourned to the eating apartment and was asked which I preferred for breakfast tea or coffee? I took the latter the same quantity as the night before - Now we each had a plate and took some mush and molasses on it with bread constituted the meal Before noon the physician came examined and prescribed for us - - - in turn he came to me took my right wrist feeling my pulse looking me straight in the eye asked me, "well Jack what is the matter with you?" I answered him, "a pain in my back and breast," he said to the pupil who was assisting as he prescribed, "give him a dose of salts and ease him and pass on to the next one," - I shortly received the dose and took it. after a while one of the students came with the instruments when he had placed me for undergoing the operation he put his hand on my breast and said, "you must be a strong man, what an enormous chest! you said I almost a trunk," at which he laughed heartily - while he was operating on me, I told him I thought it was equal to minute strokes with the cat which caused him again to laugh - - - after he had finished my shipmate asked me if it hurt I asked him if he thought all those gashes could be cut in a person and not hurt? he seemed inclined to think not, at dinner time, went to the meal and had two potatoes a pint of soup and bread in plenty - such was the continual fare without change, increase or diminution.

14

20

February

1844

While there the captain came to see us once and inquire if we should be able to go in the vessel. I told "I should not," Peter said the same. - got permission to go out. - Went to the brig and took my things out. - When the vessel sailed the captain sent my wages to me. - While here one of my old ship-mates came to see me (I have mentioned him before) and told me he had seen Alexander Coffin who would come up to see me in the evening he came and had a long talk with me and said he would give me a chance on the steamboat when I got well.

14th Came out of the hospital and went to board with an Italian where Jack Mosen lived and worked
20th Went down to the steamer Bristol and asked Coffin for a chance; he told me to get my partner and come aboard took my bag and hammock aboard and turned too. - I staid on her 54 days. The buisness done there is on the go ahead principle altogether every thing is done to its utmost extent the boats generally leave the wharf about twilight and run up the 20 or 3 miles and then wood the begins a scene quite enlivening to behold but not quite so pleasant to be an actor in the boat in made fast to some tree or stump head up stream 3 or 4 large fires are lighted on the bank so as to throw their light on the place of operations which is fifty or sixty cords of wood piled on the bank the planks are shoved out and all hands are mustered out and each man takes as much black heavy, knotty, pitch pine wood on his left shoulder as he can carry and staggers down the bank and aboard with it and throws it down, then it is piled in the racks alongside the boilers so it continues until they have a sufficient quantity aboard. Then pray and start up the river

February

The next perhaps is, freight to land the boat is run into the landing when bear it a torch is lighted and held over the side. the lines are prepared for throwing ashore a plank is run out 10 or 15 feet and one or two men go on the end and when near enough jump ashore and take the line making it fast as in the former case - all fast first the freight which is boxes, barrels and bags, filled with various commodities which are put on bank with the utmost dispatch then shove her off with long poles and go a head and we are again breasting the dark current of the bigbee as it wound it silent way through the gloomy vista of gigantic old trees that had graced its perhaps for centuries, and before the white man's fire canoe drove the beavers and alligators from their cozy home or frightened the buffalo and bear from the sound of its voice, many of them were here when the promerul children of the forest sat with peace beneath their shade or built their wigwags in security and pursued their game without molestation untill they felt the blighting influence of the white man's power - What are they now Look at the history of our country the country we are so proud of and the question is answered and in what manner is it answered that they have been driven from the fair face of their noble hunting grounds by the all grasping power of avarice and the ambitious desire of extensive dominion; they have been exterminated by fire and sword; the "fire water" of the pale face, has not been in the background in its balefull and diabolical effects which have been felt so far that there now are but a few remnants remaining of that once powerful people - I feel indignant and ashamed when I think this has been done by my countrymen - men - that there should be so low a spirit among

1844

February

After landing all the freight at its appropriate
landings and getting to the head of navigation
we then begin to take in cotton, rolling it down
the bluffs and aboard at the different landing
until the boat has as many bales as will
load her then we go to Mobile and dischar-
ge it stop three or four days then up river
we go again on one trip while laying at the wharf.
I forgot the exact date - we were at work taking
in cotton gins about midnight when we saw
a very strong light and heard the cry of fire
and some person said it was the Rowena a fire
The captain saw what the matter was and came forward
highly frightened and called to the engineer to get the
steam up and shove off; but the fires were out and
before steam could be raised the Rowena was cut adrift
from the wharf, the wind was blowing from the
north very strong at the time and she drifted down
by the Echo within 12 feet and set her whole side in
a blaze she was also cut adrift but the fire was
soon put out on her by this time the former boat
was in the middle of the river laying across it.
The fire had broke out in the after part and had
extended itself the entire length of the boat even
to the fore-castle where a horse and some cows were
tied; it was the hardest spectacle I have ever seen
to see those animals roasting alive without being
able to escape. There was about 600 bales of cotton
aboard of her; it was a grand sight to see her
wholly enveloped in flames and when the chimneys
the cotton flew in all directions filling the air and
water pieces of bright red fire she drifted down
on to the island and there lay smouldering when
we came away. The last trip in landing some
freight I fell overboard which caused a heavy
cold when we came to Mobile I thought of going
to the hospital; the boat was calicoed that is
labeled Parked for a permit and went to the hospital

fell

April
16th When I left the boat I had been aboard 57 days
in which time she had made five trips -
I do mean to say it was little the hardest
work that I had ever done -

18th Went to the hospital which was the second time
this season. I believe in going to a hospital when
I am unwell - because I pay the monthly rates
(which are 20 cents per month and every vessel that
returns to the port of New York pays \$4 per voyage
extra) and I like to reap the benefit of it -
A person is better attended to and nothing else
to do but get well -

May
3rd After being partially well I left; when coming out
the lead nurse asked me "when I was coming
back," I told him as soon as I could make it con-
venient - Went to the boarding house I had
formerly stopped at - The brig Acton was at the
wharf I agreed with the captain for my passage
telling him that I did not wish to work because
I did not feel able - he then told me of the loss
of the Hakomok. she had been struck by lightning
off Hatteras and burnt I was very glad that
I left her; ~~the crew~~ I found afterwards the crew
were all saved -

14th Having taken my things aboard the day before
in the morning I went down; the vessel was
under way the boat came ashore and I went
aboard -

All the passengers were aboard to the number of 7
a shoemaker and his family occupied the long boat
15th Came out of the bay and stuck her away for
home home. I am like a stray dog without either
home or master. I have never been in any place
where I felt at home since I first went to
sea in '32 - There is a feeling about home
which I can hardly define; I should think
there ought to be a sense of happiness and
contentment pervade all doings and relations.

May

Something which I never felt when in my native place not that buoyance and freedom I have since experienced in my rambles around the great waters well I have said enough about it at present I have employed myself with reading anything and everything that came in my way in the English language poetry novels and newspapers

28th About this time we had fine weather and a fair wind what a delightful feeling it is to be bustling along at the rate of 8 or 9 knots with a pleasant breeze and smooth sea it is then that I feel most religious in a beautiful night when the stars are shining out in all their glory and majesty silently calling the mind to adoration and love of the beauty and order which is displayed in their creation. The mind is led still farther to contemplate the great First Cause. It is then that it loses itself in the vastness of the ideas and recoils again to earth and this vulgar mantle, with double the pain it felt before

30th Rainy, wet weather accompanied with winds strong
June
3rd Took a pilot and run her up to the quarantine ground where we anchored at night

5th Then I got on at Staten Island and took passage to York in the ferry boat just before dinner was again reinstated in my favorite chamber in the fourth story of Mr. McLellan's house, When the vessel came to town I took my things up to the house and employed my time in reading and any thing else that suited my fancy — I heard that an "old shipmate" and "friend" of mine was in the city belonging to a vessel; One evening I went to the "sailors home" and met him he appeared much pleased to see me and I was very glad to find him

June

We passed the evening very sociably together talking of "old times" and our late cruises. and parted at a late hour with regret at least on my part - he told me I could have a chance in the ship if I would wait, and he would speak to the mate for me; he did, and the mate said yes. I heard aunt Lecretia was in Brooklyn; as soon as I was aware of it I made myself as decent as possible, and paid her a visit - - - This time I joined the seamen's self preservation society, and registered my name L.S. on the books -

29th Went aboard the ship Isabella of Baltimore after a great deal of hallooing and more hauling we got clear of the wharf, and went down the bay with a fair wind - all that night we were just outside the hook in a calm; in the morning took a wind and by night

July got a good offing - the fourth passed as they usually do on ship board without making any mark against it either black, red or white - I am so patriotic and eccentric in my ideas about it as to wish to see a little more respect paid to the anniversary of the independence. 7th Reefed top sails the wind blowing so hard to carry them whole, I suppose, -

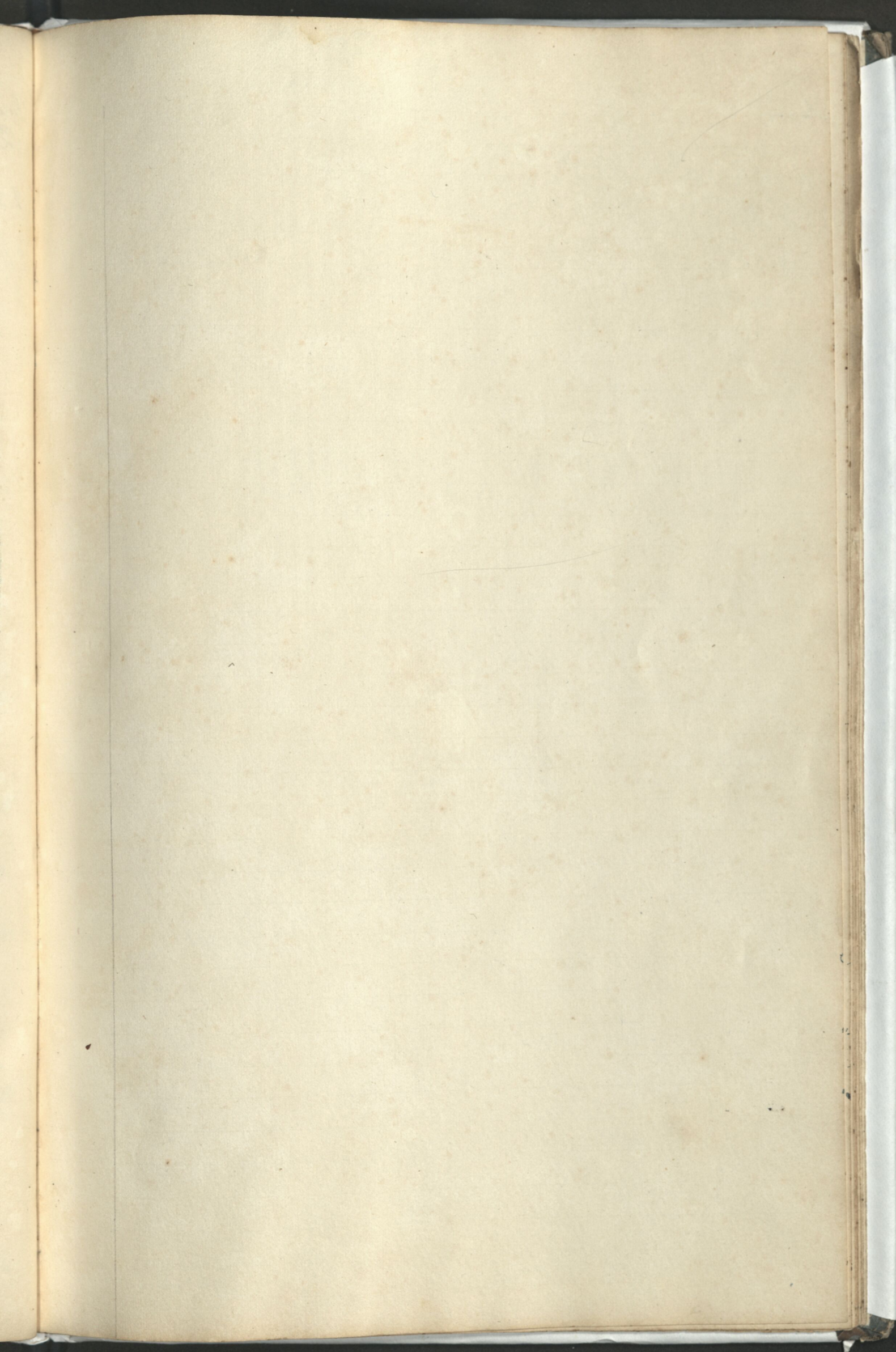
17th Fair wind with drizzly rain most of the time Spoke the ship Clyde homeward bound which served to break the monotony of our passage the little incidents that occur onboard a vessel are so nearly similar and the yarns have such a sameness that they fail to interest me in the least so that when I get anything like the preceding instance it is a kind of relief -

1844

July

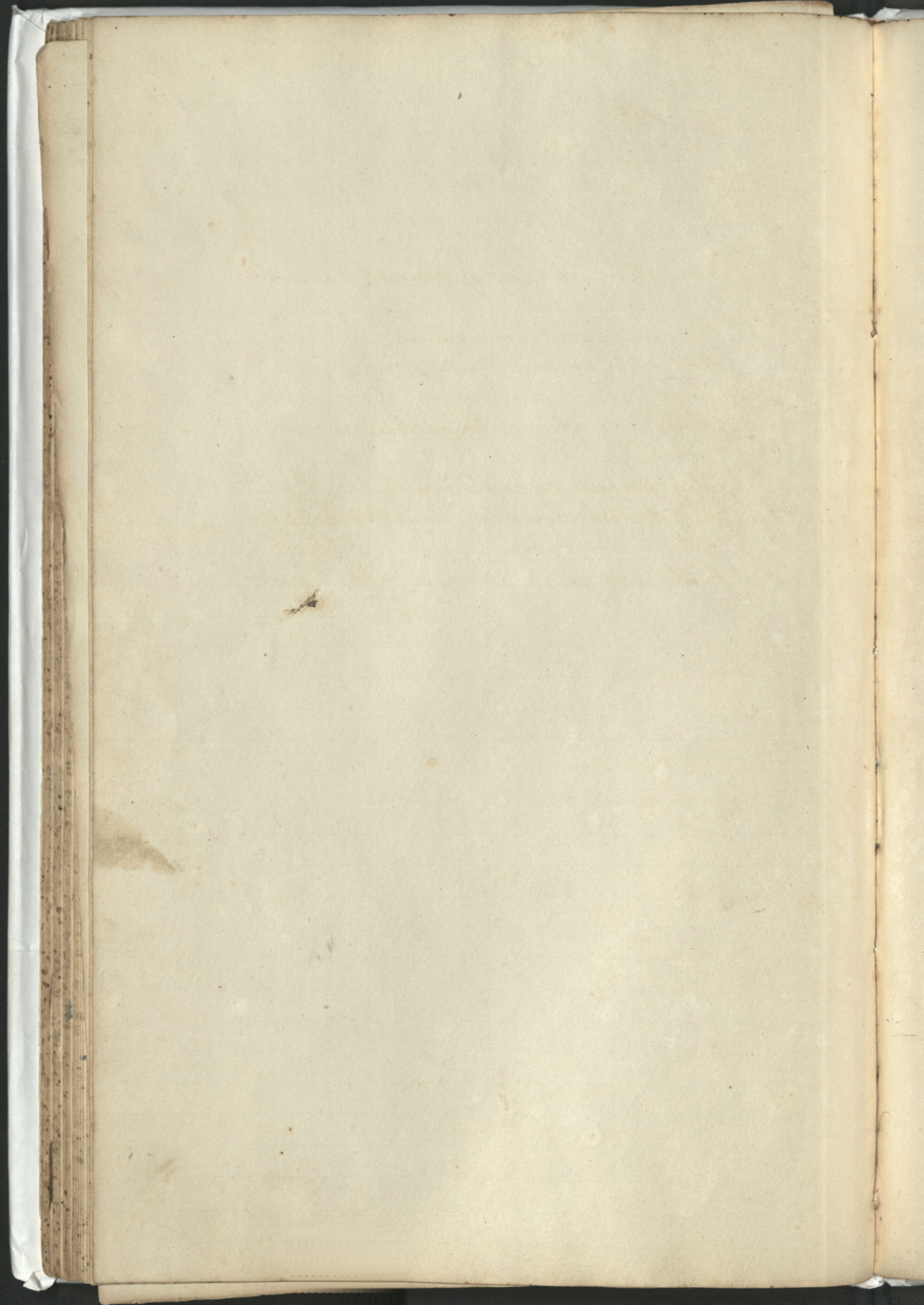
- 22nd Made land, same part of the Irish coast which loomed high and could be seen at a distance
- 23rd All the night before beating up channel in the course of the day made salted light
- 24th passed Holly Head with a light wind - the head is a small, high island of rocks connected with the main land by a chain bridge the light house is also on the head and a telegraph -
- 26th took a pilot and got into the stream and anchored the next day hauled into dock - into princes dock - these docks are the most splendid and durable build docks in the world they are composed of heavy stone and surrounded by a wall ten or twelve feet high - the yards are very large and capacious having flagged side walks along the walls on the inside - on the outside is a fine walk where a person can have the sea breeze in summer -
- The gates of the walls are open through the day but guarded by policemen - at night the large gates are shut and the wicket is left open for the convenience of people belonging to vessels - The policemen are to prevent smuggling and can search anyone they choose who goes through the gate; But for all their precautions in searching vessels, having exis-
- men and policemen there is great quantity of goods carried through the gates particu-
- larly tobacco from our ship a goodly lot went ashore in the sailormens boots jacket sleeves, neckerchiefs and forty other places of deposit on a person
- The crews of vessels all board ashore because no fire is allowed aboard nor in the dock yard - We had a very nice house as I was told for I had never been to Liverpool before therefore was no judge -

August





ye little men, of awful note,
That strive your names by tyranny to float
And swell yourselves as bullocks of the deck
Ye who prelate's law ne'er holds in check
Oh you and your cursed deeds I'll write
To throw ~~on~~ ^{on} them and you a beaming light
And give the world in numbers true
Your deep and various vices - virtues how few
Rare those to which you can lay claim
The anguish about them but the man



Why this calm and lonely feeling
Why comes it over me now
Why is it across my bosom stealing
Why doth it shade my tranquil brow

It comes in peace and sadness
And settles on my brooding mind
Like reason's gleam in fits of madness
Leaving a gloomy tinge behind

My prospects now are dimmed and blighted
Which darkens e'er my brightest hour
Seldom now by hope they are lighted
But through the distance deeply lower

Written in Philadelphia

I saw a noble bark along the sea
As she her course by moonlight wended
So gallant yet so joyous and free
Like love, wit, and friendship blended

Again I saw in pride of youth
A female form most splendid
Whose soul was tenderness and truth
With love, wit, and friendship blended

I looked again and there was seen
A ghastly corpse with life suspended
Which animated once had been
With love, wit, and friendship blended

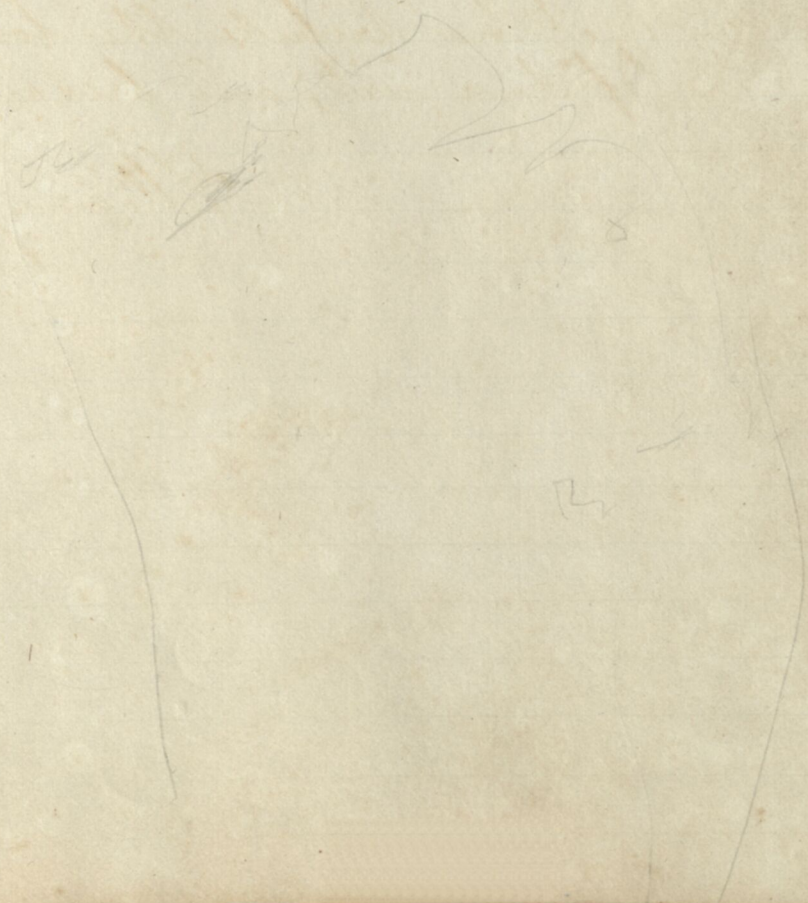
Thus all things passeth away
And by time our sorrows are ended
Yet no tribute the loss can repay
Of love, wit, and friendship blended

William B. Starbuck
1842
September

At the ... from the ...
... the ...
... with a ...
... in the ...

... the ...
... place for the ...
... in ...
... the ...

... this ...
... the ...
... that are ...
... with ...



A young eagle from the mountain flew
O'er the valleys and over the hills
Until he met with a wild sea mew
Dipping his wing in the running rills

To him he said what dost thou here
This is no place for thee
Why soarest not in high air
To visit the heavens and the sea

Then quickly replied this wild sea mew
I came from the Atlantic's wild shore
To see the things that are strange and new
And these rivers and rills to explore

12

My dear friend
I have just received
your letter of the 11th
and am very glad to hear
that you are well and
hopeful. I am sure you
will be very successful in
your journey. I am
very much interested in
your work and hope to
hear from you again soon.

Yours truly,
John Smith

which can thus
be their dearest
the strength of the friendship of infirmity to be refused
in fatherly love & to be seen and known
from the opening of love and our faithful message
that maintenance which is bound with these conditions
the father's modesty and honest affection
that the ancient world is a common field
not in nature's help but in craft
and thus I have now gathered some

On hearing Mr Woolson pray
Philadelphia

A few tried, bold hearts were gathered round,
And sat in silence: holy and deep;
While the ancient man in reverence ^{keel}ed
With posture contrite, and hands upraised
And countenance which beamed with pure devotion
From the spring of true and ever helpfull mercy
In pathetic voice: solemn and slow
Besought the Almighty aid of infinite beneficence
In their behalf: with glowing and soul touching words,
which ran thus;

—|||—
"Oh God! Protect the sons of the ocean
Hold them as in the hollow of thy hand
Fill their hearts with a deep devotion
Teach them to know and honour thy command,"

—|||—
"Defend them from the billow's dread commotion,
Shield them from a watery grave
Lead them through life's troubled ocean
Teach them Oh Lord! They have souls to save,"

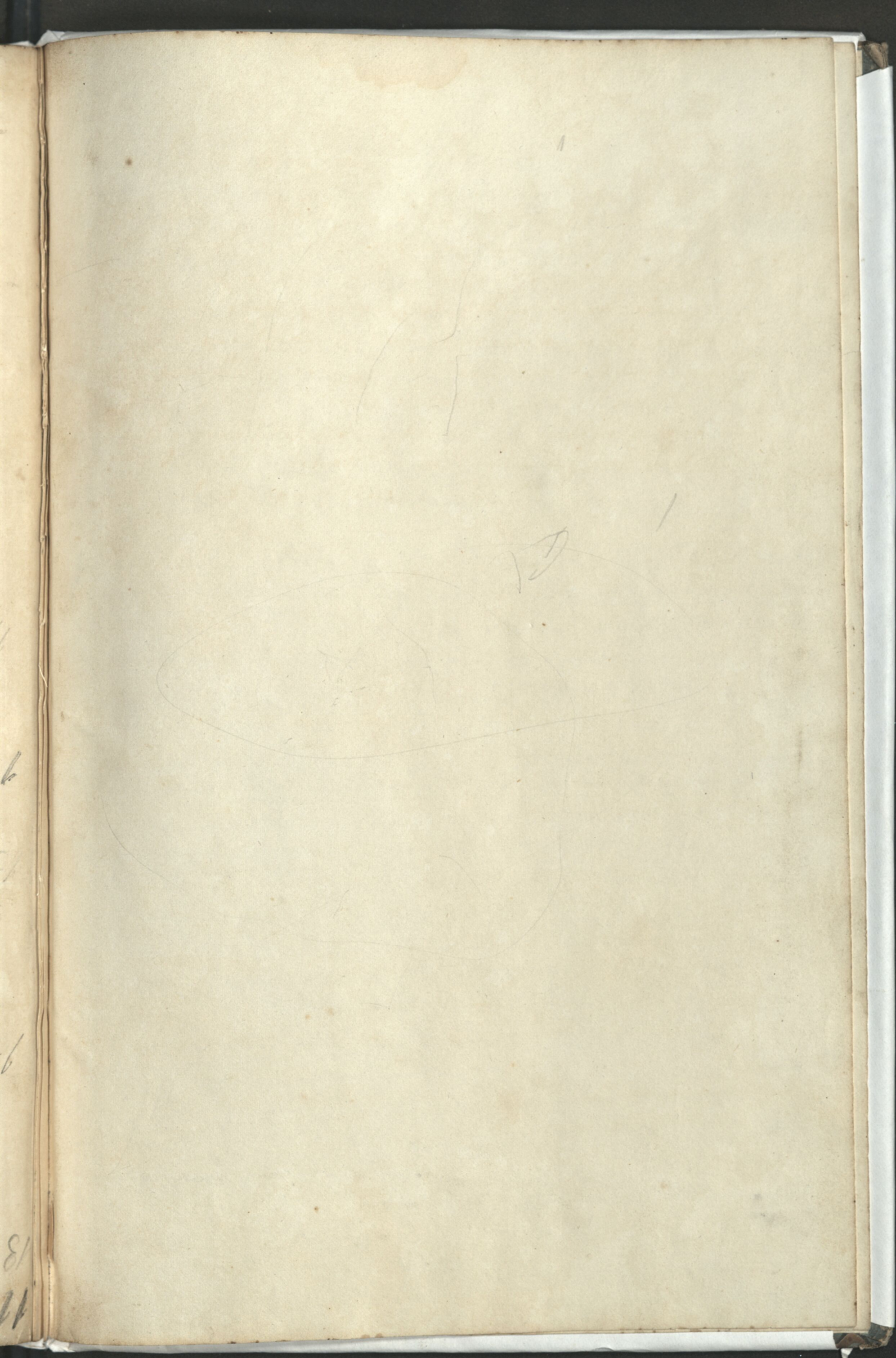
—|||—
"Oh God! Protect their wives and daughters
Raise them up to walk in virtue's ways;
With those who do business on the mighty waters
Bid them shout and sing thy praise,"

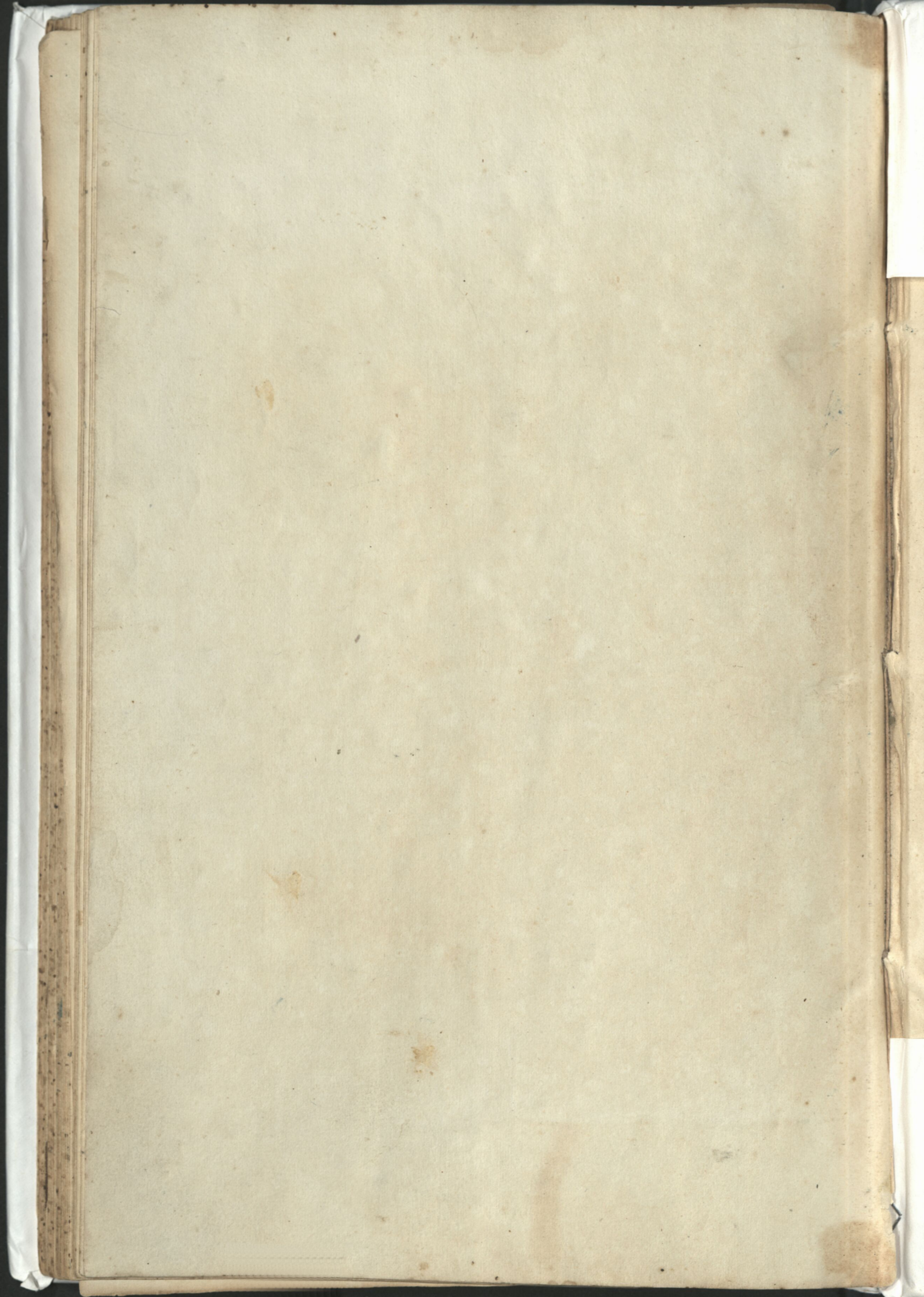
—|||—
"Oh Lord! Protect and let it be wide spreading
The banner which is now unfurled
Its broad light a strength and influence shedding
Which shall cover more than half the world,"

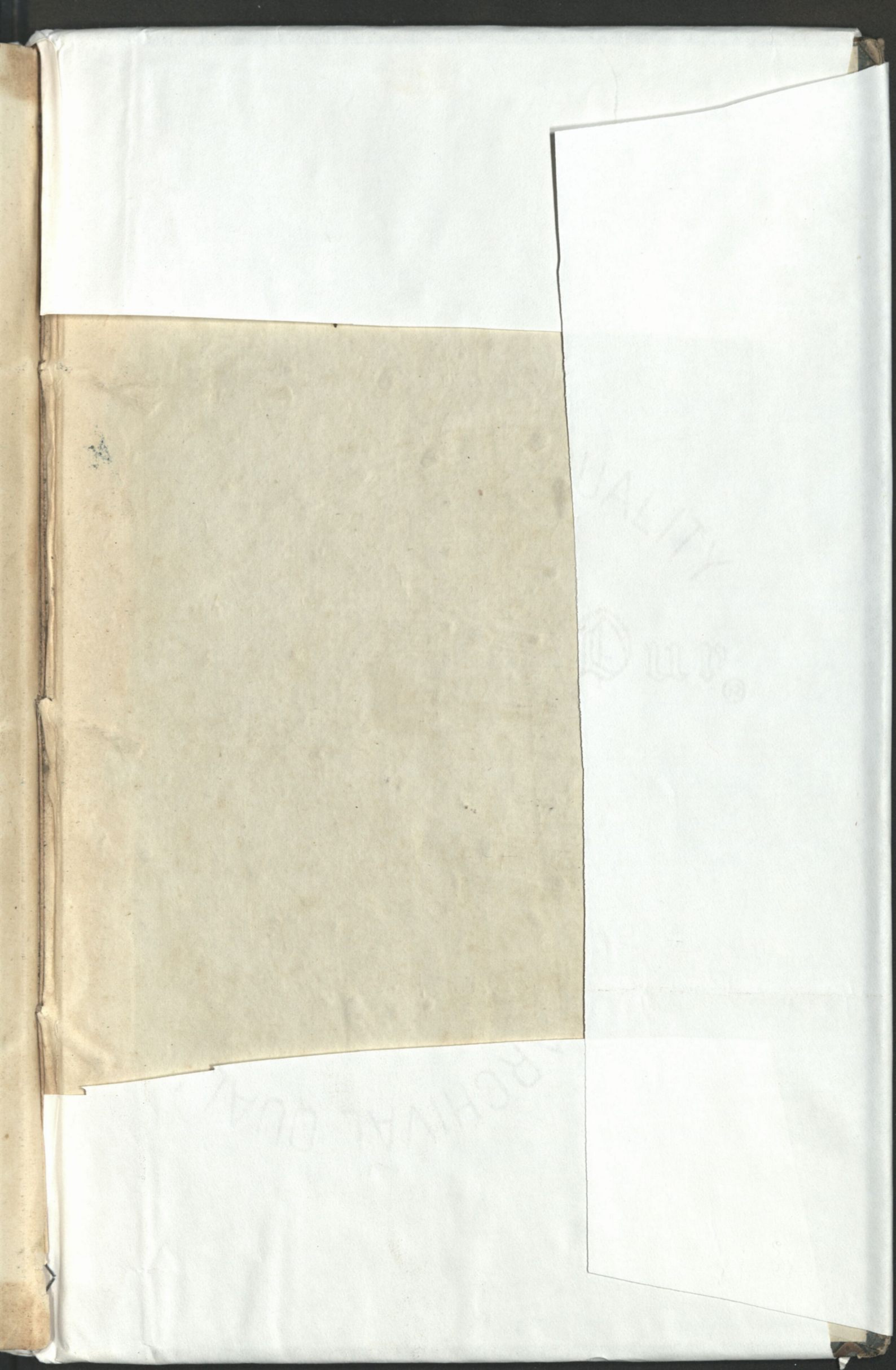
—|||—

W B Starbuck 1843

[illegible]







ARCHIVAL QUALITY

Perma-Dur